

DECEMBER 26, 1952

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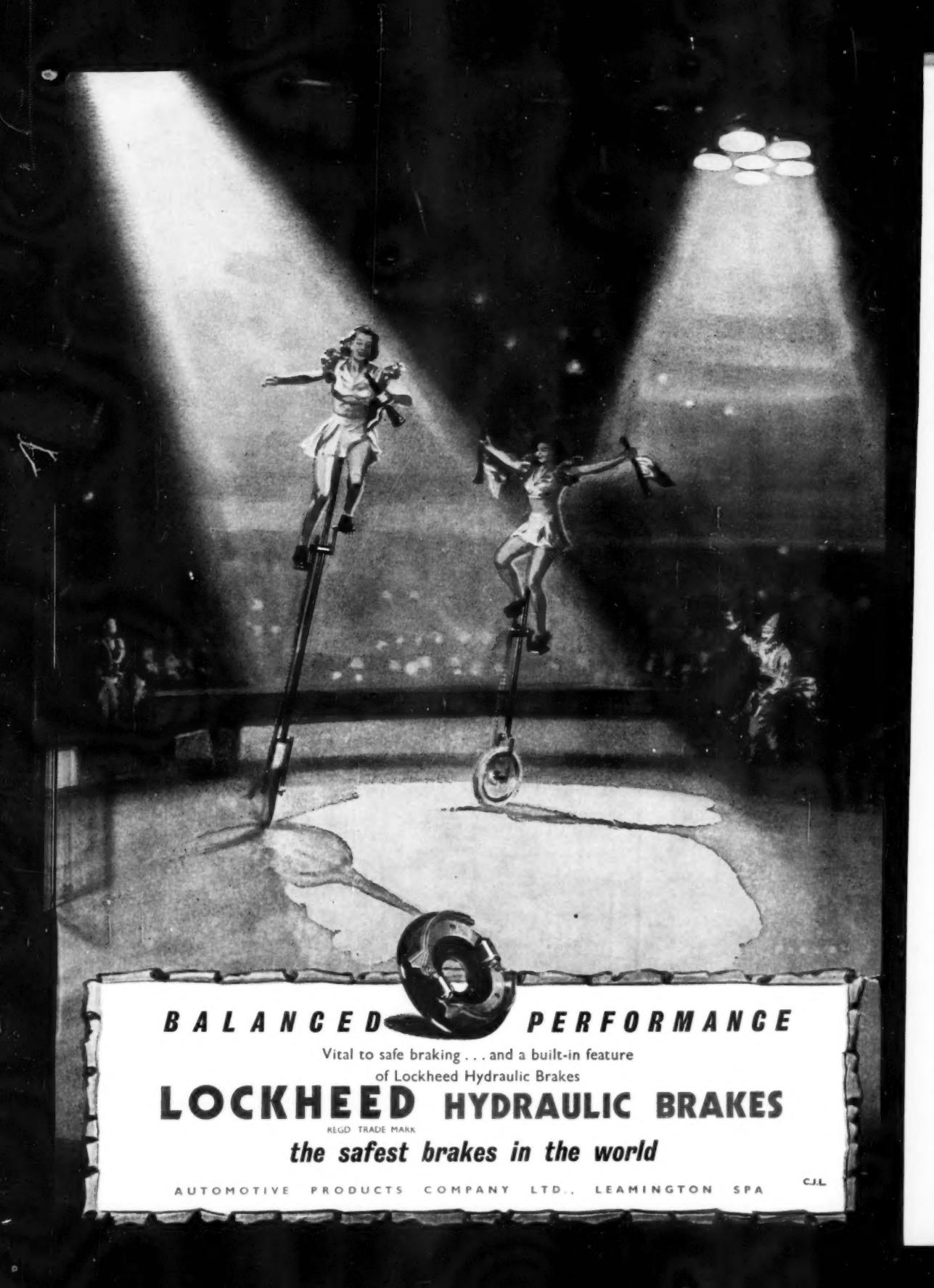
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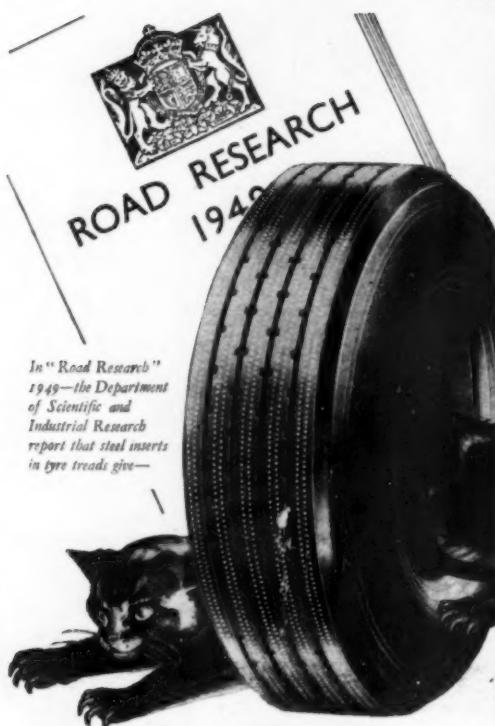
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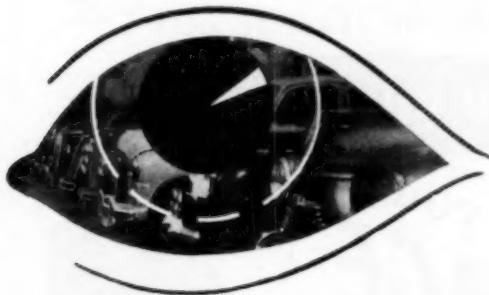
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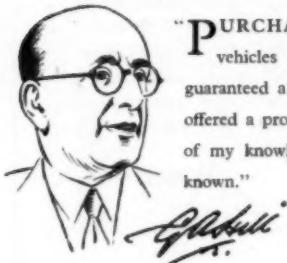
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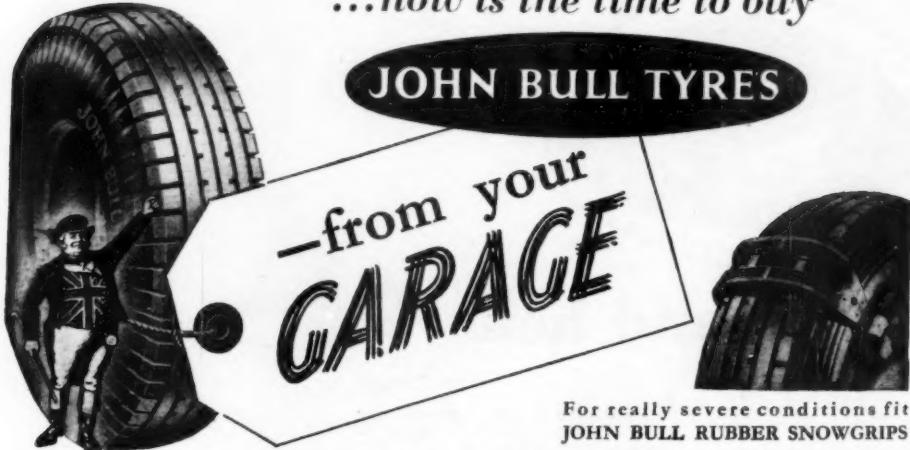
DW52

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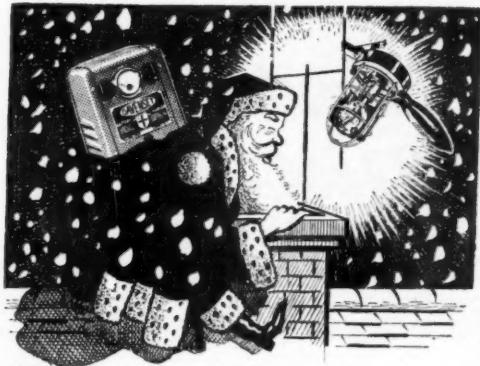
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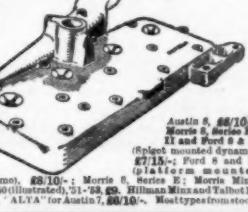
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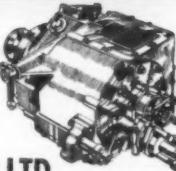
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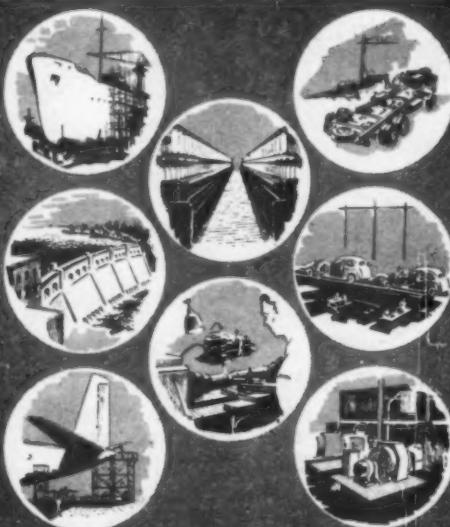
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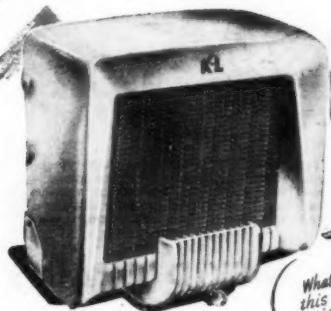
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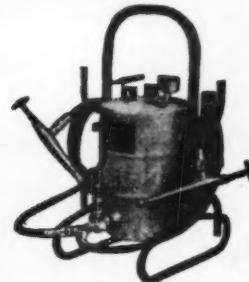
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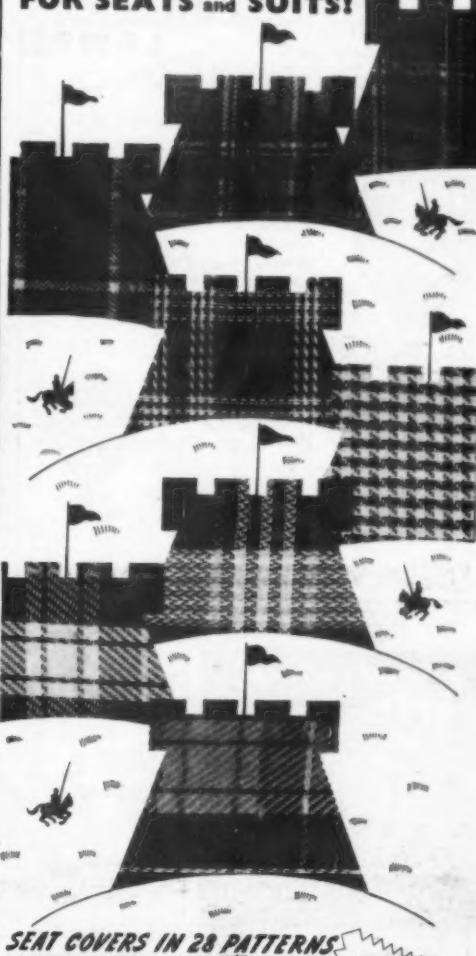
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PATENT

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**PATENTS & PATENTS PENDING**In all the principal countries of the world.
Also covered by registered designs.**ADDENDUM**

The following patent numbers were inadvertently omitted from our full page advert. in the Autocar dated 12th December, 1952, page 43.

516472**631890****649137**

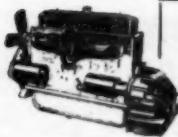
The list of patent numbers is amended as under :

Covered by one or more of the following British Patents

516472	631890	22754/50	21988/51
522025	655268	8228/51	25097/51
548757	649137	12341/51	8555/52
588908	655299	17078/51	27750/52
617595	9628/50	19924/51	28547/52

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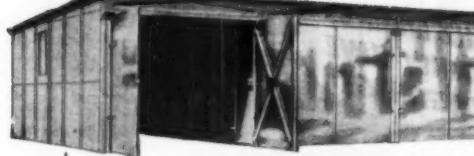
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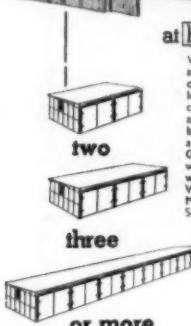
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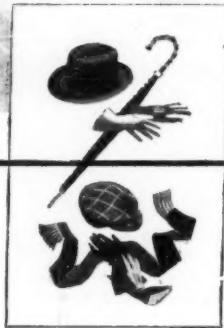
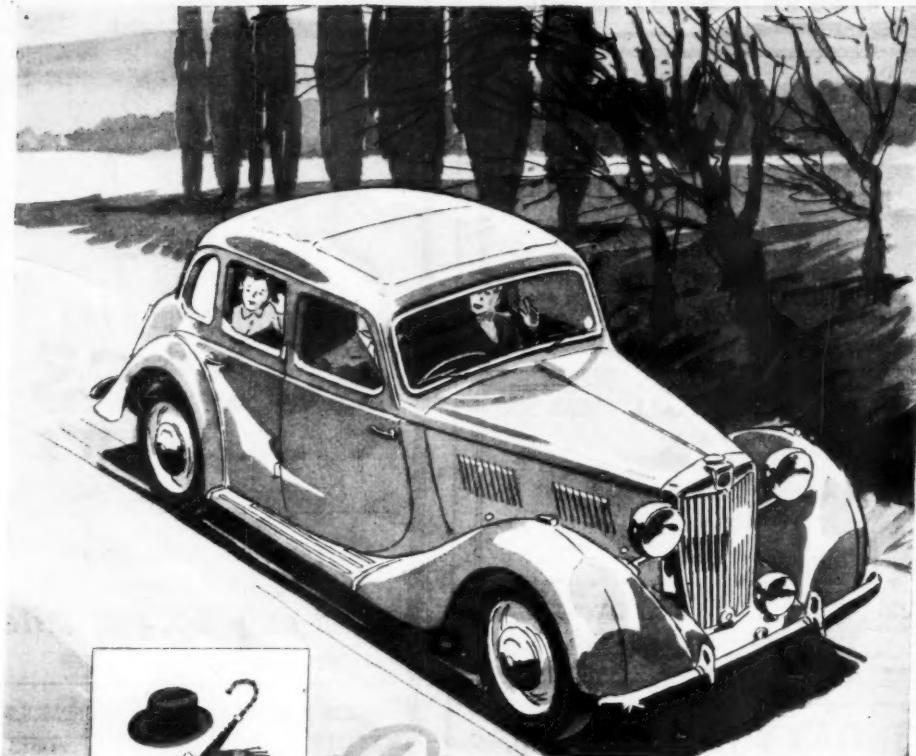
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The Autocar

FOUNDED 1895

No. 2978

FRIDAY, DECEMBER 26, 1952

Vol. XCVII

Changing Fortunes

A QUICK glance over the shoulder might lead to the dismissal of the past year as a sombre one for motorists. The impression, we feel, would be incorrect, for while there have been superficial changes for the worse, there has, without doubt, been a fundamental change for the better.

Early blows at motoring came around Budget time, and as a result of the Budget itself. Only 60,000 cars were to come to the home market; those who bought them were forced to submit to distasteful conditions, and to a disclosure of their car possessions since the war. Branded petrol could still not return. The Budget resulted in a higher flat rate of annual tax, embracing all cars instead of only new ones, and the subsequent modifications in the rate were applicable to little vehicles forming only a minute volume of the huge body of privately owned cars. The foreign allowance was reduced to £25. Petrol changed overnight from what was already a high-cost fuel to a precious fluid as the monstrous extra tax imposition was introduced, bringing the figure for tax alone up to 2s 6d a gallon. It is as well to remind motorists of this sum, for its acceptance as the normal would condemn industry to permanent high-cost transport when it is vital to reduce costs. Commercial users recognize this and are urging a reduction; the car owner too frequently shrugs his shoulders in resignation when he should be lobbying his M.P.

None the less, it was the Chancellor who put Britain's economic helm hard over and swung the bows away from the rocks of bankruptcy, for his Budget measures, even if unduly weighted against motorists, were disinflationary, and successfully so. The result can be seen in various spheres of the national life—the steady removal of rationing, the lowering of prices, the permitted return of branded fuels and the increased availability of goods. The ship of state may, indeed, be merely maintaining a parallel course to the rocks, but that at least substitutes danger for disaster, which is something gained.

The Chancellor's policy was reinforced in a motoring context by another factor—the decline of demand overseas. Motorists who, at the beginning of the year, thought that four or five years would have to elapse before their order was fulfilled, suddenly found it would be satisfied within a much shorter period. Cars began almost to "flood" the home market. The position changed unbelievably quickly, so that as the year ends only trifling few models are left on a one-year Covenant, and the objectionable declaration scheme has disappeared. This is for the better, bringing back a healthy relationship between car manufacturer and customer, and competition between one manufacturer and another. Realists, amongst whom Mr. L. P. Lord has remained outstanding, must, however ruefully, recognize this.

Technically the year has seen two interesting developments. One is progress with the disc principle of braking, now embodied in designs from the two leading brake manufacturers. This promises to abolish the brake fade that has introduced a most unwelcome uncertainty into high performance, and we look forward to the appearance of discs on production cars. The second development is the dual trend towards a higher additive content in lubricating oils, together with the reduction in the S.A.E. number that the additives make possible. It is true that this trend has not yet developed very far, but we see no reason why it should halt, still less be reversed. None the less the cautious progress must be applauded, for only lubrication stands between an engine and transmission and quick disintegration, and it thus remains a development in which to hasten slowly.

On the road congestion inevitably worsened, for the number of vehicles increased, while road casualties continued to give evidence of the presence of danger. Some amelioration has resulted from the zebra marking of pedestrian crossings, and the renewed attention focused on them, but the danger of regarding these as being safer than they really are shows signs of growing. All in all, it has been an encouraging year, and we look forward to a continuation of the resultant optimism throughout 1953.



Monte Carlo memory : The author, Desmond Scannell and Stirling Moss, with the Sunbeam-Talbot in which they took second place in the 1952 rally.

IT is always pleasant to be able to look back at the end of a year and relive some of the incidents which have occurred during that period. Especially is this true with regard to motoring, for in the course of a year of which a large proportion has been spent in driving cars there are always a good many interesting things to recall. Not only does this hold good of the cars themselves, but also of the places visited, the people encountered, and—with regard to motor racing—the events attended.

For me, the year 1952 began exceptionally well, for in January I had the great good fortune to take part in the Monte Carlo Rally as a member of Stirling Moss' team in a Sunbeam-Talbot. As always, the period immediately before the rally was a frantic rush of last-minute arrangements—not so much for the rally as with regard to the normal routine work which would have to proceed in London during my absence. But finally, Desmond Scannell and myself found ourselves on the boat *en route* for France with the Sunbeam-Talbot, there to pick up Stirling Moss in Paris and proceed down to Monte Carlo. We utilized this run as a rehearsal for the rally itself over the actual rally route; in the vital area of the route, around Le Puy and thence to Valence, the weather was extremely bad, and we tried various routes and got stuck on most of them. But we learned a lot, and by the time we arrived in Monte Carlo ready for the start we began to feel that we had a pretty fair idea of what lay ahead of us.

The Rally

The next day or two were spent in rehearsing the regularity test round the Col de Braus circuit. The rally itself is now history. We had a very good run throughout and no trouble at all with the car, except for a puncture which ruined the casing of one of our special snow tyres. However, we were fortunate enough to obtain a replacement *en route*, and arrived in Monte Carlo to find that we were among the only 16 crews to get through to the finish without incurring penalty marks on the road section. Conditions on the regu-

PERSONAL

VARIETY IN CARS, JOURNEYS, AND

By J. A. Cooper, *Sports Editor*

larity test were very bad indeed, and when we slid into a snowdrift on this test we thought we had "had it" as far as our chances in the rally were concerned. However, everybody else seemed at least as badly off or even worse, and eventually we learned with great joy that we had finished second and had been beaten only by that great sportsman Sydney Allard. This was a memorable experience, and left me with very hearty respect for the ability of the Sunbeam-Talbot to carry on in the worst of conditions and to withstand extremely severe treatment.

Back in this country the usual round of events started once more; most of these I attended at the wheel of the Austin A.90, which has been my personal conveyance during the whole of this year. But before any very long run intervened I found myself involved in another sort of motoring altogether. This once more concerned Stirling Moss, as he was invited to take part in the Kitching Trophy Trial, run by the North Midland Motor Club, at the wheel of one of T. C. Harrison's trials cars, and he asked me to go along as his passenger. Now, this was a sort of motoring of which neither of us had any experience at all, although of course we had both seen a good deal of it.

Apart from the fact that the car seemed to have been designed to give the passenger an extremely hard ride, as he was sitting almost on bare boards, and that he should also have been legless, as the radiator occupied the space usually reserved for the lower limbs, all this went very well. In the trial itself we made a considerable mess of the first one or two hills, but fortunately these were up in the moors, where no spectators were present. Eventually we got the hang of it, and Stirling finally finished seventh in the trial, which we both considered a very creditable result in the circumstances!

Run Round Britain

At the end of March came the R.A.C. Rally. This involved going up to Silverstone on the Monday morning to see the test there (this test was cancelled because of bad weather conditions), thence down to Castle Combe, following some of the rally competitors. At this mid-western aerodrome circuit there was a night driving test, which provided a good deal of interest. From there through the night I carried on, with a photographer as passenger, and watched many of the drivers taking part in the test on the War Office land at Eppint; thereafter to Whitchurch in Shropshire, where I met another member of the staff, and transferred the photographer to his car. This left me with the task of getting back to London on the Tuesday evening.

By then, I seemed to have been up for a considerable time, and, having no one with me, I had some difficulty in keeping awake. Next day to the Lake District, still in the Austin A.90, to be present when the tests in that area and the run thence to Scarborough took place on the Friday.

Three weeks later I was in France again, this time motor-ing down to Besançon in the Austin to catch up with the competitors in the Tulip Rally, and follow them round the remainder of their route to the finish at Noordwijk, in Holland. This, as always, was an excellent rally; it was not without its unexpected hazards. A minor accident near Luxembourg resulted in some damage to the coachwork and two buckled wheels; however, I arrived at the finish all right and faithfully dealt with the all-important story. It was not until the following day that one wheel actually came off the car in motion, and this occurred when I had lent it

RECORD

CONDITIONS DURING 1952



for a few minutes to Raymond Baxter of the B.B.C.—he will always think *I did it on purpose!*

The braking power of this—one of the earlier A.90 drop-head coupés—had always been a matter of some discontent. Therefore, this seemed an opportune time, as a couple of new wheels were essential anyway, to equip it with a set of Al-Fin brake drums and ventilated wheels, which improved the braking very considerably. This done, the car set off early in May for France, but unfortunately missed

The 1952 R.A.C. Rally of Great Britain included a regularity test at Eppynt, in Wales; here is the author travelling over that section of the route in the Austin A.90, complete with Press rally plates.

the night ferry. This meant that on the following day I arrived in Calais at lunchtime, had a quick lunch, and then was faced with the drive right across France into Switzerland, to Berne, where the Swiss Grand Prix was to take place two days later.

This was a good run, and the car showed its best on the long, straight French roads. From Berne, on to Luxembourg, where the formula 3 race, which formed the Luxembourg G.P., took place in the middle of the subsequent week, and I returned to London again at the end of the week, having amassed a considerable mileage with no trouble whatever as far as the car was concerned.

Then followed two short interludes, one in the Isle of Man and the other in Ulster; on both these occasions I found myself driving hired cars—the first a Morris Oxford (in very good condition), and the second an Austin A.40 (in extremely bad condition).

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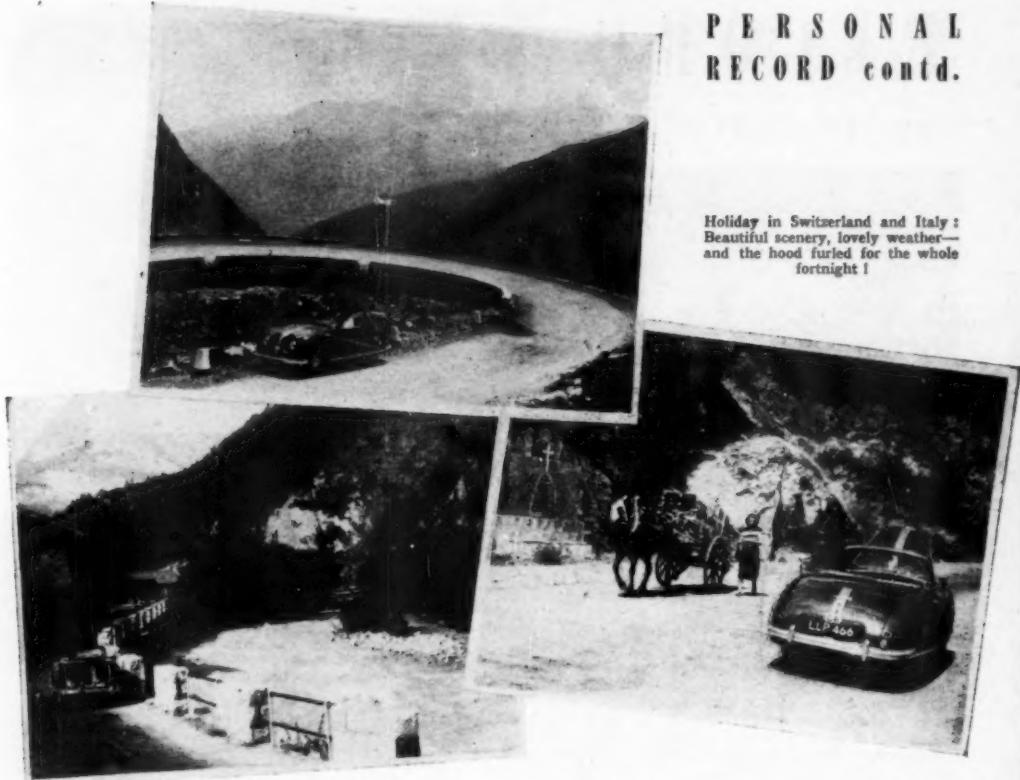
And then it seemed almost no time at all before I was once more on the cross-Channel boat, this time *en route* for Le Mans and the Belgian Grand Prix at Spa. This was another good trip, although I suffered (as do almost all of these occasions) from the fact that there is always too much to do to let one take the motoring in a leisurely fashion and explore the country to the extent which one would like.

Back again for less than a fortnight, and then over once more, this time to Rouen for the French Grand Prix. This was an especially happy occasion, because after the race was over I found myself in France with ten days' holiday in front of me. This holiday period, again, was mainly occupied in motoring in the Austin; after Rouen and a day in Paris, southward to Clermont Ferrand and over the Alpes Maritimes to the Côte d'Azur. I even spent a night in Juan-les-Pins, not because I like the crowded resorts of the Riviera in mid-July, but because, as a jazz enthusiast, I simply had to take the opportunity of listening to Sidney



Another sort of motoring; Harford III and its crew in the Kitching Trophy trial.

PERSONAL RECORD contd.



Holiday in Switzerland and Italy : Beautiful scenery, lovely weather—and the hood furled for the whole fortnight !

Bechet, the famous American jazz musician, then playing in that town. I soon got restless, though, and went on through the familiar streets of Monte Carlo and Menton, there to turn left and strike up over the Col du Tende to Turin, in Italy.

From there up to Aosta, meeting on the way up the valley a terrific succession of long-distance coaches, filled with sightseers, all going much too fast, with wonderful musical horns blaring continuously—a frightening experience! From here to Switzerland over the St. Bernard pass; but I am sorry to have to record that on this, as on other mountain passes, the cooling system of the Austin proved inadequate for mid-summer, and a leisurely ascent with several stops for photography and to admire the scenery was the order of the day. A pleasant two days in Switzerland were followed by a return to France and my favourite area, the Vosges. Here, though, I had the only bit of trouble to afflict the Austin throughout; this was a broken main rear spring leaf. But, apart from putting the rear axle out of line, so that the car ran slightly crabwise, this did not impede the progress, and I returned to England in a hurry on the Friday evening just in time to get to Silverstone for the British Grand Prix on Saturday, July 19.

Silverstone Interlude

In the middle of the following week came an amusing and interesting interlude. This was the result of an invitation to try out the H.A.R. formula 2 car, constructed by Horace Richards, round the Silverstone club circuit. It is always invigorating to "have a go" with a racing car, even when—as on this occasion—the car was designed for someone very much shorter than oneself, which does not help in

reaching and managing the controls. But it handled very well, and I thoroughly enjoyed myself; in spite of deliberately pushing it to the limit and beyond on corners, I lost control of it momentarily only once, and that with no subsequent mishap.

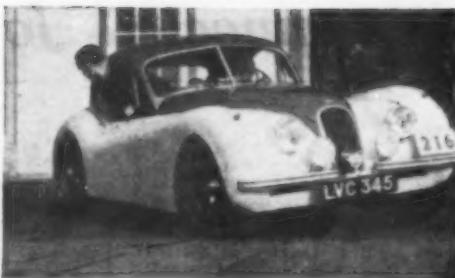
There were a lot of shorter and almost routine runs in the next few weeks; but the next trip of note was to Holland again, this time for the Dutch Grand Prix at Zandvoort. For this we had arranged that I should travel to Holland by the night boat, and that Michael Brown, Assistant Editor of *The Autocar*, should meet me at the port with his 1½-litre Riley. In this, therefore, the rest of the trip was covered, and it provided a complete contrast with my Austin in several respects. It is an excellent example of the traditional type of British car, with comparatively hard suspension, virtually no roll in cornering and not much room inside. Anyway, I enjoyed it.

Independent All Round

After another good long and trouble-free run in the Austin, this time to Turnberry in Ayrshire and back, came another interesting day spent in trying out the R.G.S.-Atalanta. With independent suspension for all four wheels, it was interesting to find out how this car would handle; in actual fact, I found it very good indeed, although at the time it was suffering from too high-gear'd a steering ratio; this was admirable on over-steering vintage cars, but does not suit the modern trends in suspension design nearly so well. The Atalanta went extremely well, and there is no question of its ability to go round corners; moreover, it is perfectly possible to put the two left-side wheels on the grass verge—on a deserted road—at something like 90 m.p.h., and

not only to retain complete control, but also to be almost unaware of anything out of the ordinary.

The next really long run that the faithful Austin had to undergo was in connection with the London Rally, in which I was acting as a steward. This took us over to Wales, and the town of Lampeter; but on the way over there, at about 9 o'clock at night, I suddenly had the engine die on me, miles from anywhere in the Welsh hills. Subsequent investigation seemed to indicate that the trouble lay in the coil; and I suddenly remembered that in my special tool box there was a bent and battered old coil which had lost all its enamel, together with its terminals. But it was only a few minutes' work to find it and to try it out, and, lo and behold, it worked! Not only did it work then, but also it remained on the car for the subsequent week with no trouble at all.



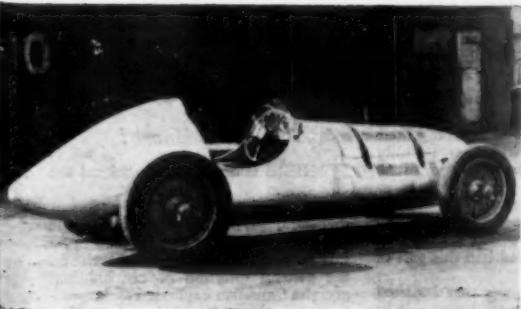
The Jaguar XK120 coupé reversing smartly in one of the final tests in the M.C.C. "Daily Express" Rally.

For this event it was fitted with a low-gearred rear axle, giving it immense acceleration, but less maximum speed than standard; this, also, enabled Moss to go all the way up the Welsh hill of Bwlch-y-Groes in a stream of competing cars at a low speed without having to change down from top gear at all! Another striking feature of the car is the entire absence of wind noise at virtually any speed. On this long rally it proved easier than I had expected to sleep in the passenger seat, which was essential if we were going to retain possession of our mental faculties for the final tests. All in all, this was a most enjoyable trip.

The Year's Total

The Austin in which so much of my year's motoring has been done has now been in my possession for just over a year. It had previously done almost 20,000 miles, and I have covered a further 25,000 in it in the last twelve months. Among its virtues are that of being a very quiet car, while it possesses a high cruising speed with an entire absence of fuss, owing to its high gearing. Its reliability has been up to a high standard, the engine still uses almost no oil, and was decarbonized for the first time only recently. I have already referred to the brakes, which, while still subject to fade under extreme conditions, are now at least reasonably adequate. For a car with a maximum speed of around 90 m.p.h. the handling qualities are by no means ideal, owing to inherent over-steer. It is not a car to take liberties with, but, on the other hand, once its limitations are appreciated, it is a very satisfactory fast touring car.

In addition to the trips referred to above, there have, of course, been numerous others in the course of the year. Unquestionably, there are many times in each year when events and their consequent responsibilities follow one upon the other so thick and fast that there is hardly time to think. But, as motoring—in particular motor racing—is my main enthusiasm in life, it may easily be appreciated that I would not have it any other way; in fact, in the words of the well-known radio programme, "I Like My Job."



An interesting day was spent in testing the H.A.R. racing car at Silverstone.

Anyway, the Austin fully redeemed itself by taking me up to the Charterhall race meeting a few weeks later—a very long run—and back again in extremely quick time.

Then, right at the end of the season, came another opportunity; to drive with Stirling Moss in his Jaguar XK120 coupé in the M.C.C. *Daily Express* Rally. This was naturally something not to be missed by any means; in the event itself we won our class and finished fourteenth in general classification, but it was the behaviour of the car which particularly interested me. By any standards, the Jaguar is a remarkable car; if at the same time it is considered in relation to its price, it becomes even more outstanding. This particular example—Moss' own property—is fitted with a higher-gearred steering ratio than standard, which personally I do not like as much as he does; but what a car it is! I must confess that I did not feel as happy with it as I like to with a car, partly because of the steering of this particular example, and partly because of what I personally consider poor driving and pedal positions, but I thoroughly enjoyed myself with it nevertheless.

On another occasion, the prototype R.G.S.-Atalanta, manufactured by R. G. Shattock, was given an extended trial; especial interest attached to the all-independent suspension (by coil springs and laminated torsion bars).



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Tribute

STRICTURES here from time to time on parking arrangements in certain London area country towns will probably be remembered; also unfavourable reference to speed limit cases heard at Dorking, in Surrey, which matter when ventilated showed that Dorking itself was not the culprit in persecuting motorists. A letter published in this journal at the time from the secretary of the local Chamber of Commerce stressed the fact that the police in Dorking have an excellent reputation for helping rather than harassing the visiting motorist. I should like to record willingly a personal confirmation of the fact.

I wished to stop in that town only sufficiently long to post a parcel at the head post office, and chose a side street alongside the building in which to stop. If I had been staying longer I should have put myself on the side of the road which had most vehicles parked, where, indeed, there was a suitable gap. Expecting (rightly) that I should be only a minute or two, I stopped on the opposite side, perhaps not very intelligently, observing at the same time that there was indeed a policeman in sight.

As I got out of the car he asked me in a pleasant way whether I should be staying long. I waved my parcel at him and assured him (I hope equally pleasantly) that I wouldn't, and his manner couldn't have been nicer. Naturally, I was off in the estimated few minutes, feeling cheerful about Dorking and its police, and also reflecting that such flexibility, rather rare as it is in these days, is something not to be abused. Yet it is only business common sense.



Pleasant way.



Pot-hunting.

they gave the drivers of handling their cars in company with other in hilly country and narrow lanes against a time schedule. No doubt this is as true today as ever it was. The other Saturday I wished that some few dozen drivers with whom I happened to come in contact had had this sort of experience.

The story, briefly, was that I visited the "view" of a country house sale in a district I know well, the house being approached by a narrow, winding lane fenced on one side and with high banks on the other. Interest aroused was far greater than I should have expected and half a mile from the house there was a solid line of parked cars on one side. Indescribable confusion broke out. The owners of the cars on the left were mostly away at the house and others were leaving, attempting to force a passage in the opposite direction to those still arriving and searching for room to park. Soon there was deadlock.

♦ ♦ ♦

Tangle

ONE local policeman, who apparently had not been warned of the proceedings, retained his dignity but could do little, and the outcome was that the Scribal car and two or three others had to reverse 200 or 300 yards through gaps that had not offered too much room in a forward direction. Comparative freedom of movement was restored with some difficulty, but the final getaway of the main body was of an order of shambles such as I have rarely seen, and by then it was late afternoon.

Apparently one gentleman got himself mildly into the ditch. At least, having no direct view of this part of the proceedings, I was quite prepared to agree with a lady driver of the old school in Standard, who addressed me while we were waiting, that it was probably a gent; for I am not one of those who automatically consider that if anything stupid is done on the road it must be by a woman driver.

One section attempted to press forward and the other 't'other way, and it looked as if it was going on until after dark, my car by that time being parked off the road. Eventually, of course, it did sort itself out, but I cannot help reflecting that if these had been trials people the hold-up would never have set in at all. The best I can say for many of the drivers concerned is that they remained good tempered, which they would not have done, I am certain, if they had experienced a quarter of the delay for some reason on a main road.

Beware Moose!

THERE is quite a story behind the origin of the Lucas fog lamp which is known as the "flame-thrower." When an executive of the lamp manufacturers was in Canada he was tackled by a Canadian motorist on the general question of car lighting, and the Canadian expressed dissatisfaction with the standard American head lamps on his car. He explained that moose had a habit of choosing a nice stretch of concrete road as a bed for the night, presumably because the concrete was comparatively warm, having absorbed the sun's rays during the day-time. With the ordinary head lamps on his car he found that the range of visibility was not great enough for him to pick out such hazards soon enough and that phenomenal avoidances sometimes resulted. "Why," he asked the Lucas man, "can't you give us a lamp that will shine straight up the road like a searchlight?" It was as a direct result of this conversation that the flame-thrower was eventually evolved.

It was then found that it proved to be a very good fog lamp, because the long, narrow, pencil beam does not produce a lot of back-glare, as do the broader beams of head lamps. Gradually that fact became known to certain long-distance rally drivers, with the result that the flame-thrower is now almost part of the standard specification for the Monte Carlo and similar events.

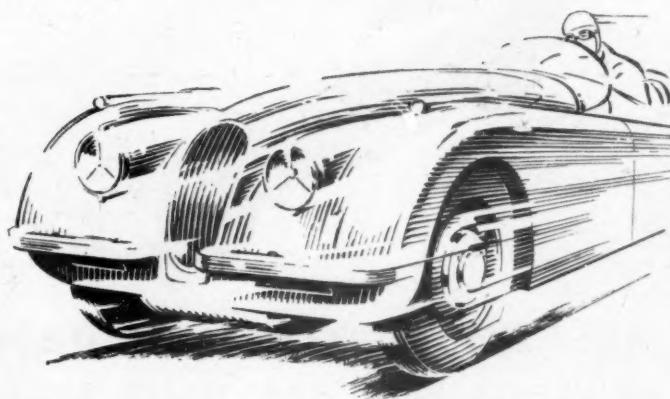


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NEWS and VIEWS

Royal Patron

HIS Royal Highness the Duke of Edinburgh has graciously consented to extend his patronage to the Caravan Club of Great Britain and Ireland. The Caravan Club was founded 45 years ago and now has a membership of over 12,000. It is truly national, with divisions in Scotland and Ireland, and local centres covering the whole country. It interests itself only in mobile caravanning and outdoor life.

Speed Limit Removed

NEARLY four hundred yards of B4095, in the Midlands, have been deregistered as the result of a public enquiry. This road links Redditch, Henley-in-Arden, and the Warwick road, and the stretch in question is at Henley-in-Arden. Both the R.A.C. and the A.A. supported the proposal to deregister; the limit was one that had not been approved by the Minister, but which came into operation automatically after the erection of lamp posts less than two hundred yards apart. This practice, which enables local authorities to apply the speed limit as and where they please, has been condemned by this journal and the standing joint committee of the organizations.

Cars for Nigeria

A CURIOUS interlude in House of Lords proceedings was concerned with import of cars into Nigeria. Lord Lucas asked the Government why American cars were being imported at dollar cost when British cars were abundantly available. Lord Selkirk replied that the Nigerian Government considered that at present American cars were more suitable to conditions in certain parts of the territory. Lord Lucas then asked whether a fall of 20 per cent in the imports of British cars would not cause the Government concern. Of the cars Lord Selkirk had said were unsuitable, one had been the type which broke the record from London to Cape Town by road by 8½ days

and another had been an outstanding success in North American markets.

Lord Selkirk replied that the Government were given to understand that the new British cars were likely to meet the needs of Nigeria more fully than in the past, whereupon Lord Jowitt asked if Lord Selkirk meant that the Government were satisfied that no British car was suitable to withstand the conditions of the Nigerian roads. Lord Selkirk said that this was correct, but in reply to later questions he maintained that the Government would never decry British cars, "which could meet all competition."

Asbestos Car Bodies

CAR bodies made of compressed asbestos and resin are being manufactured in Hungary, according to a report from Budapest. The body was shown for the first time at a recent exhibition organized by the automobile experimental station, which claims that as well as being fire-proof it is quieter and cooler than ordinary bodies.

Also shown at the exhibition were ball bearings made from a mixture of nylon

and plastic. These, it is claimed, are cheaper, need less lubrication and last longer than steel ones.

The Joneses

IN the U.S.A. the Ford company is reported to have cashed in on the American delight in "keeping up with the Joneses" by offering as an extra a dummy spare wheel cover to make certain models look more like the more expensive Lincoln. Accessory firms have been doing this for some time, but Ford's believe they are the first manufacturers to include the item as optional equipment.

Cars for Denmark

ONCE again Britain has become the main supplier of motor vehicles to the Danish market, replacing Western Germany, who were ahead earlier in the year. During October half the new cars registered in Denmark (and nearly three-quarters of the commercial vehicles) were British. Most of them were Austins, Fords, Morris and Vauxhalls.

A.A. RADIO PATROLS

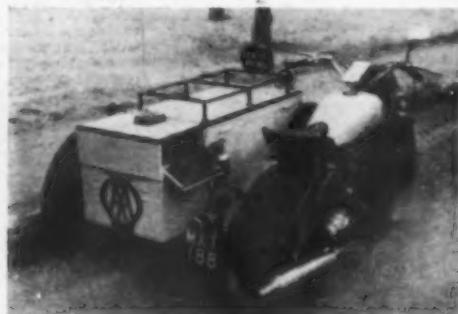
MOTOR cycle road patrols of the Automobile Association in the London area are to have radio-telephones fitted to their machines, which will be used within a 20-mile radius of the Association's receiving and transmitting station operated from Fanum House. This station is already operating radio-telephone communication with the Jeep vehicles of the night-time breakdown service, so that when the day patrols have their installations there will be a 24-hour service of assistance which can be summoned by the motorist as soon as he can get to a telephone, either in one of the Association's roadside boxes or a public kiosk. As soon as he has made his call, A.A. headquarters can contact the nearest patrol which is equipped and trained for minor breakdowns and first aid, and which is familiar with the correct actions after an accident, such as obtaining the names

of witnesses and evidence on the member's behalf.

The London service covers an area within a 20-mile radius of the West End headquarters, and is partly experimental. It will, at least in the early stages, be concentrated principally on the main arteries into the capital. Besides breakdowns and accidents, earlier warnings of fog, snow, ice and flooded roads will be a concern of the radio-equipped scouts, and they will also be more easily directed to sudden congestions of traffic.

Later on, it is hoped that the first of many more A.A. radio stations will be at Guildford, with a range including Surrey, Sussex and Hampshire, and parts of Buckinghamshire and Berkshire.

The equipment for the motor cycles is a fishing pole aerial and a Pye v.h.f. (very high frequency) receiver-transmitter, with a normal hand-telephone.



Left: A message is handed in for transmission to a radio patrol at the A.A. headquarters. The whereabouts of the patrols are kept up to date by tags on the map. Right: Radio version of the A.A. patrol. A loudspeaker informs the driver when he is being called. The batteries are housed beneath the aerial in the rear of the sidecar.

NEWS and VIEWS

continued

LORD NUFFIELD RETIRES

AT the first annual general meeting of the British Motor Corporation on December 17 Lord Nuffield retired from his chairmanship. He is succeeded by Mr. Leonard Lord.

William Morris is undoubtedly the most famous personality which the British motor industry has yet known, for, apart from being the architect of the Nuffield organization, his outstanding generosity has made him a household name. He was born in 1877 and was educated at Cowley, near Oxford, still the site of the Morris headquarters.

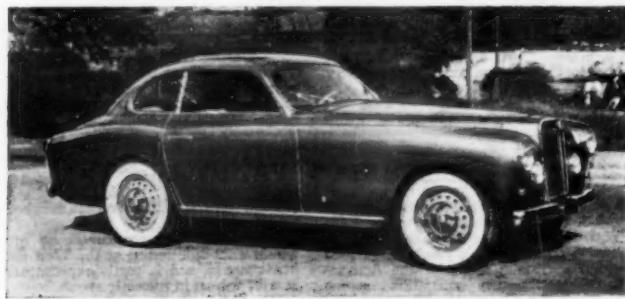
His start in the industry was made when he was a young enthusiast—hence his reference at the meeting to having spent nearly 60 years at the helm. He was, in fact, only 16 when he started work with a capital of £4 as a cycle builder and repairer in Oxford. Subsequently he proved his product by riding them

successfully in competitions all over the country.

The first Morris motor cycle was marketed in 1902, the first car appearing in 1910. The first world war saw a switch to armaments, and in 1921 he reduced car prices by £100, and thereafter the growth of his production was remarkable by any standards.

Mr. Leonard Lord was "acquired" by Lord Nuffield when the latter was using the Coventry-built Hotchkiss engine in his earlier cars, where Mr. Lord was working as a jig and tool draughtsman, and by 1927 Leonard Lord at 30 had become managing director of Morris Motors. When Lord Nuffield was asked to organize shadow factories he called on Mr. Lord and now, retiring at 75, he has done the same thing again.

Lord Nuffield remains honorary president.



Arrangements have been made for the importation of TD MGs into the United States, fitted with bodies by Bertone of Turin. They will be sold by S. H. Arnolt, an equipment manufacturer in Chicago, and will be known as the Arnolt MGs. Prototypes were exhibited at the Turin Show this year. The fixed-head coupé is seen above and there is also a convertible. It is expected that the smooth lines of the Bertone coachwork will give a higher maximum speed than that of the standard open two-seaters, although weight is slightly increased. The price of each model is \$3,585 (£1,280) plus taxes.

Britain Left Behind

CANADA and Italy are the latest countries to announce new projects for rebuilding roads. Canada's 500-mile road from Windsor, Ontario, to the Quebec border will cost about £125,000 a mile, and will have fly-over junctions where minor roads cross it. Italy is building a four-lane road from Venice to Trieste because inadequate road communications with Italy have badly hit Trieste's post-war economy.

Commenting on these plans the B.R.F. points out that Britain is the only West European country which has not built new roads as part of its post-war reconstruction programme. This year motor transport users will pay £335,000,000 in taxes, but less than 10 per cent will be spent on roads.

International Insurance

DURING 1953 motorists will be able to obtain from their insurance companies a standard form of insurance certificate called the International Motor Insurance Card. This will provide indemnity against all compulsorily insurable liabilities to third parties in any country which is a party to the scheme and for which it is issued.

Arrangements for issuing the "Green Card," as it is called, are the result of a recommendation on insurance approved last June by the appropriate section of the Economic Commission for Europe. A motor insurers' bureau in each participating country will provide the new card for any of their policy holders who intend to visit any country in Europe in which a bureau is established, and claims will then be settled between the bureaux of the two countries concerned.

The card will be accepted by Britain when used by visitors arriving after January 1, 1953, and will enable an International Circulation Permit to be issued.

Tyre Price Reduction

MANY types of tyres have been reduced in price by ten per cent. Car tyres are included among those to which the reduction applies.

Daimler-Benz Jubilee

RECENTLY Ing. Dr. Fritz Nallinger celebrated his jubilee with the Daimler-Benz A.G. in Germany. He is a director of the company as well as being chief engineer. He was in the forefront of such developments as independent

suspension and thermostatically controlled cooling, and he has been responsible for some 300 patents.

A Year's Research

WORK of the Motor Industry Research Association over the past year is outlined in the 1951-52 report of the Association (Motor Industry Research Association, Great West Road, Brentford, Middlesex). Development of both track and instruments has continued on the proving ground in the Midlands, and the use of the track has increased encouragingly; there were 4,070 vehicle-hours of testing during the last quarter of 1951, 2,100 of which were of commercial vehicles. Investigation into noise measurement in vehicles continued, and a new tape recorder is to be acquired for the purpose of recording interior noises.

Engine work included research into the effect of piston assembly on oil consumption and blow-by, piston ring movement, oil loss past pistons, the fatigue strength of crankshafts, and operating loads in crankshafts. The determination of stresses in unit body-chassis cars has also been undertaken, in addition to one or two more abstruse investigations.

Work has continued on brake fade and squeal, neither of these subjects proving readily responsive to experiment, and the weathering of body finishes has been studied using an artificially accelerated weathering cycle. Reports on the work have been circulated to members in the customary manner.

Vanguard Price Down

A TEMPORARY reduction has been made in the price of a limited number of Standard Vanguards of current design. The basic model will sell at a total with purchase tax of £794 16s 8d, instead of £919 5s 7d.

The Standard company has also announced that it plans to manufacture Ferguson tractors in France in conjunction with the Hotchkiss concern. It is suggested that the activities of Standard-Hotchkiss may in time be extended to include Standard cars.

P.T. Stays

AS was to have been expected, the Chancellor of the Exchequer has refused to lower purchase tax on cars for the present; he maintained that the Government's policy aimed at flexibility, and refused to interfere with statements made by motor industry leaders. A Labour Member wanted him to warn such leaders where their speeches led to uncertainty.

Suppressors

REFUSING to make it compulsory for old car owners to fit suppressors, the Assistant Postmaster-General said that the British people had been "hectoring and pushed about enough." Well said, sir! The comment is the best encouragement to such car owners to go out and buy suppressors of their own accord.

Estate Car Road Test

IN *The Autocar* of December 12 it was incorrectly stated that the brake lining area of the Standard Vanguard Estate Car was 121 sq in for the front drums. These data should read front 60.5 sq in, rear 60.5 sq in, and 64 sq in per ton laden.



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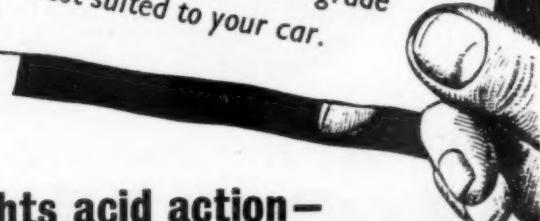
Successes on SHELL X-100 Motor Oil

LONDON-CAPE RECORD by Hillman Minx	SILVERSTONE INTERNATIONAL TROPHY MEETING Production Touring Cars 1st, 2nd	ROUEN GRAND PRIX 1st, 2nd, 3rd	JAGUAR ENDURANCE TEST 100 m.p.h. for 7 days and 7 nights
MONTE CARLO RALLY 2nd, 3rd, 6th, 8th	Production Sports Cars 1st, 2nd, 3rd and 4th Team Prize	JERSEY INTERNATIONAL ROAD RACE 2nd, 3rd and 1 class win	DUTCH GRAND PRIX 1st, 2nd, 3rd
ALGIERS CAPE RECORD by Fiat	NAPLES GRAND PRIX 1st, 2nd	LEINSTER TROPHY 1st	GOODWOOD 9-hour RACE 1st, 2nd and 2 class wins
TOUR OF SICILY 1st, 2nd, 3rd	SWISS GRAND PRIX 1st	ALPINE RALLY GOLD CUP, 4 Alpine Cups and Team Prize	LA BAULE GRAND PRIX 1st, 2nd, 3rd
CIRCUIT OF SYRACUSE 1st, 2nd, 3rd	PARIS GRAND PRIX 1st, 2nd, 3rd	ROVER GAS TURBINE TESTS 151.9 m.p.h.	ITALIAN GRAND PRIX 1st, 3rd and 4th
R.A.C. RALLY BEST CLOSED CAR AND 3 class wins	MONACO GRAND PRIX 1st, 2nd, 3rd, 4th, 5th	BRITISH GRAND PRIX 1st, 2nd	BRIGHTON SPEED TRIALS 5 class wins
RALLYE DU SOLEIL 1st and 1 class win	ALBI GRAND PRIX 1st, 2nd, 3rd	DOLOMITE CUP 1st, 2nd	MODENA GRAND PRIX 1st, 3rd
VALENTINO GRAND PRIX 1st, 2nd	ULSTER TROPHY Handicap race 1st	BOREHAM INTERNATIONAL MEETING FORMULA LIBRE 1st, 2nd and 3 class wins	BARI GRAND PRIX 1st, 2nd
PAU GRAND PRIX 1st, 2nd	LE MANS 3rd and three class wins	GERMAN GRAND PRIX 1st, 2nd, 4th, 5th	HUMBER EUROPEAN TOUR 3,280 miles through 15 countries in 3 days 18 hrs.
TULIP RALLY 1st, 2nd	GRAND PRIX D'EUROPE 1st, 2nd	COMMINGES GRAND PRIX 1st, 2nd	HUMBER RECORD LONDON TO CAPE TOWN 13 days 9 hours 6 mins.
MARSEILLES GRAND PRIX 1st	RHEIMS Sports Car Race 1st		
MILLE MIGLIA 1st and 7 class wins	TARGA FLORIO 1st, 2nd, 3rd		
BORDEAUX GRAND PRIX 1st and 4 class wins			

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Two Automatic Transmissions

THE ENTIRELY MECHANICAL KREIS GEAR BOX AND THE SKALSKI TURBO - TRANSMITTER

WHETHER the automatic transmission will be developed in Europe to the extent that it has already been in America is a debatable point. The vast majority of American cars possess such a reserve of power that they require a reduction in gear ratio much less frequently than does the average Continental or British car, and, moreover, when a reduction in gear ratio becomes necessary the reserve of power is such that an appreciable loss in the transmission itself can be tolerated.

Apart from such technical considerations, however, there is a different driver mentality, for while the Continental or British driver frequently prefers to make any change of gear by his own effort and at the moment which he deems desirable, the average American on the other hand prefers a transmission which functions entirely automatically. In support of that statement reference may be made to a Paper presented at a meeting of the S.A.E. Detroit section in January, 1952, by Mr. Bruce Edsall, senior project engineer of the Cadillac Division of General Motors. Mr. Edsall entitled his Paper "The Idealomatic" and laid it down that the ideal passenger car transmission would provide all the following features without

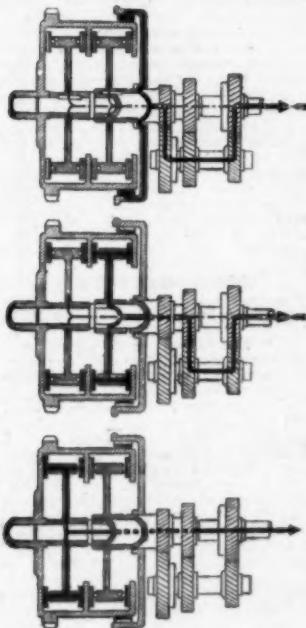
compromise: (1) completely automatic performance, (2) maximum economy of operation, (3) absolute smoothness of operation and (4) competitive cost. The author went on to say that so far no automatic transmission satisfied all these requirements, but his definition of an ideal transmission does seem to show the peculiarly American outlook on the question.

Naturally the automatic transmission is a subject which is receiving considerable attention from designers and inventors in Europe as well as in America, and an Italian design is the Kreis, made by S.I.B.A. of Milan. This is entirely mechanical, there being no hydraulic coupling or torque converter, and to some extent it resembles the Hobbs transmission described in *The Autocar* of October 17 inasmuch as it utilizes different clutches to obtain the various gear ratios. The changes are obtained automatically according to the relation between engine speed and road resistance, because the clutches are engaged as engine speed increases, by centrifugal force overcoming the action of springs and disengaged as engine speed falls by the springs overcoming centrifugal force.

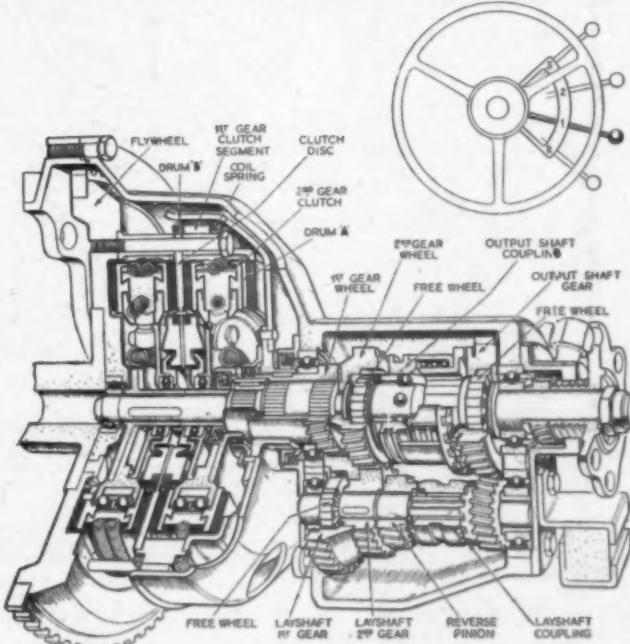
The construction of the Kreis three-speed box will be seen from the accom-

panying sectional illustration. The flywheel, the drum A and the clutch disc rotate as a solid body; the drum carries six segments bearing a friction lining, which are encircled by one or more coil springs, these segments being located by dowel pins on the drum and accordingly rotating with it. As engine speed increases centrifugal force causes the segments to move outwards so that they come into contact with another drum, B, surrounding them, this drum being carried by a tubular shaft or sleeve, which forms an input shaft and the rearward end of which carries a gear wheel. This gear wheel meshes with another gear on the layshaft, mounted on a free wheel, and at the rearward end of the layshaft is another gear wheel which meshes with a gear wheel on the output shaft, this wheel likewise being mounted on a free wheel. In first gear, therefore, the power path is from the flywheel drum A through the clutch segments to the second drum, B, and thence through the gear wheels described, from the input shaft to the layshaft and so to the output shaft.

There are, however, two other clutches of somewhat similar construction inasmuch as members which may move under the action of centrifugal force are restrained by coil springs, a point of difference being that the friction linings are moved axially and not radially into contact with the clutch disc and also with the flywheel face and the rear face of the flywheel drum. These two clutches have different characteristics, so that the rear-



Power flow through the Kreis gear box in the three gears available.



Constructional details of the purely mechanical automatic Kreis gear box. Centrifugally operated clutches select the ratios.

TWO AUTOMATIC TRANSMISSIONS

most one comes first into operation as engine speed increases. When this clutch engages, the power flow is through another hollow input shaft which carries the clutch and which has a gear wheel on its rearward end, also mounted on a free wheel. This gear meshes with another gear on the layshaft, and from the layshaft power passes to the output shaft. An important point is that the clutch which connects the flywheel drum A to the second drum, B, remains engaged, but no drive passes through it because of the free wheel on which the first layshaft gear is carried, which allows the layshaft to over-run the gear wheel.

As engine speed still further increases the foremost of the two clutches within the flywheel drum is brought into operation by increasing centrifugal force overcoming its restraining springs.

This clutch has its centre keyed to the output shaft of the gear box, which extends forwards and has a spigot bearing in the flywheel, so that the drive is direct through the box; the various gears of which are free to rotate because of the free wheels, the other two clutches of course remaining engaged.

As engine speed decreases, owing to the driver releasing the throttle or to increasing road resistance, the clutches progressively disengage, so that the box automatically changes down from direct or top gear to second gear, and ultimately to first gear as the engine speed falls sufficiently.

Beneath the steering wheel is a gear lever which selects forward or reverse, causing a double dog coupling on the lay-shaft to move into engagement with the reverse pinion or with the rearmost pinion for forward motion. The lever also controls a sliding coupling on the output shaft, the purpose of this being to allow the car to roll backwards when desired, this normally being prevented by the

action of the free wheels which bring two gears into action and therefore form a transmission lock. This coupling also allows second gear to be held in engagement to give engine braking on a steep descent.

It will be realized that compared with an orthodox three-speed gear box having synchromesh mechanism for second and top gears the Kreis box is much more complicated, for it not only includes the three centrifugally operated clutches but also three free wheels. Also, the output shaft has running on it the two hollow input shafts carrying the first gear and second gear pinions, and additionally there are the couplings on both the output shaft and the layshaft.

The advantage of the box would seem to lie in the manner in which changes of gear are effected without any interruption in the flow of power, for the changes take place by one clutch taking up the drive and thus relieving the clutch which was previously transmitting the torque; that clutch still, however, remains in engagement but no power passes through it.

Another interesting automatic transmission development is the design of M. S. Skalski, a Polish engineer now resident in Paris. This is a hydraulic torque-converter in which a gradually convergent-divergent duct is provided for the circulation of the working fluid; a stationary member with static blades is provided to direct the working fluid at the most suitable angle, a mobile reaction member is incorporated to give a reverse gear and means are provided for locking it in order to obtain an emergency low forward gear, while, finally, a sliding clutch is provided and is operated manually to give a positive neutral position and to select reverse or emergency low range.

Concentric Blades

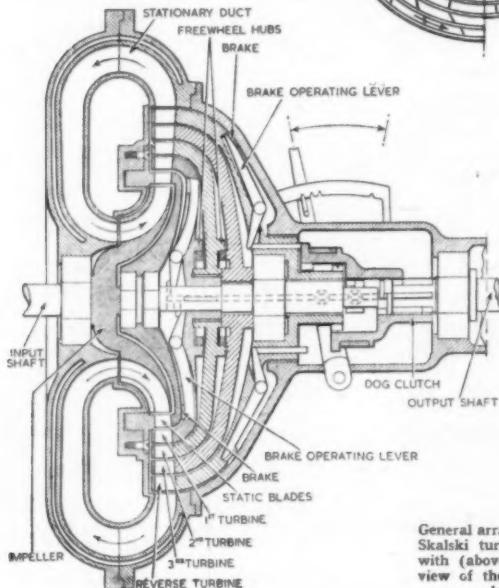
An accompanying illustration is a schematic plan view of the turbine blades and of the pump vanes, to show how a set of turbine blades is cut concentrically in order to create a number of superimposed turbine wheels. In another illustration the general arrangement of the Skalski turbo-transmitter is shown, and the sliding dog clutch or coupling is shown in its two positions, the upper half showing it in the emergency forward position and the lower half—that is, when it is moved rearwards—in the position for obtaining reverse. By means of a rod running through the centre of the shaft a brake can be applied to hold the first turbine wheel stationary, and consequently the other turbine wheels. The blades of the turbines then act to direct the working fluid to the reverse turbine blades, power then being transmitted through the coupling to the output shaft. A brake is also provided to hold stationary the reverse turbine, which then acts as a reaction member to increase the torque transmitted by the three turbine wheels. Normally the reverse turbine rotates freely, being carried round by the working fluid.

As the inventor provides for cooling the working fluid, either by fins on the casing in which the ducts are formed, or even by water cooling, it would appear that the usual losses to be expected in a turbo-transmitter are envisaged. The design is of interest, however, by reason of the fact that it incorporates a reverse turbine instead of relying upon a mechanical reverse gear as has hitherto been the practice.

BOOK RECEIVED

The M.G. Workshop Manual, by W. E. Blower. Published by Motor Racing Publications, Ltd., 81a, Gray's Inn Road, London, W.C.2. Price 30s.

This book must be one of the most comprehensive of its type ever produced. Dealing with every model of this popular marque from the M-type Midgets to the present-day TDs, it provides in its 500 pages what amounts to a handbook on each model; every component is described and illustrated. The arrangement of the book is successful; it is divided into sections dealing in turn with the chassis, engine, clutch, gear box, and so on, and each section covers that particular component for all models. This cuts considerably the work involved in looking something up in such a monumental work. A useful section is devoted to tuning for trials work, and in this are included the official booklets for the TB, TC and TD models. Lubrication charts and wiring diagrams are given for every model, and the book is bound in an oil-resisting cloth which can be washed when it becomes dirty.



General arrangement of the Skalski turbo-transmitter, with (above) a schematic view of the turbine blade layout.





The Autocar, ROAD TESTS

The Riley has a distinctive appearance that retains familiar characteristics of the breed. The front wings terminate in full-length running boards and ventilators are fitted in the scuttle side panels.

No. 1483: 24-LITRE RILEY SALOON

SOMETIMES a car manufacturer hits on a particular feature of design which proves so good that it is retained over the years and passed on from model to model; the Riley engine is a case in point. This unit was very much ahead of its time, and featured hemispherical combustion chambers and inclined valves operated by rockers and push rods from twin side camshafts. Through the years, engines of this basic design were produced in various sizes, the most famous being the Riley Nine, a four-cylinder of very robust construction that was able to stand up to the stress of competitions and racing. It must also be remembered that it was a Riley engine from which was developed the E.R.A., which in its pre-war heyday did a lot to fly the British flag in racing. Yet the post-war range of Rileys are by no means racing cars, but are in fact fully equipped saloons with an air of detail finish and equipment that satisfies the requirements of the house-proud car owner. None the less, the background and breeding of previous decades have left their mark.

The 2½-litre Riley, then, is a car with a robust engine capable of withstanding a great deal of hard work without losing its tune. Further, not only is it robust, but also it is a car for a chassis-conscious owner-driver, as its specification includes very many desirable features such as a "wheel at each corner," independent front suspension by means of torsion bars, and rack and pinion steering, to name only a few. Since this model was last tested the final drive has been modified, and a two-piece open propeller-shaft has replaced the torque tube. Also both front and rear brakes are now hydraulically operated.

So much for its background and specification. Considering the size and weight of the car, the road performance is very good; for example, the mean maxi-

2½-LITRE RILEY SALOON

PERFORMANCE

ACCELERATION : from constant speeds. Speed. Gear Ratios and time in sec.

M.P.H.	4.1	5.814	8.835	14.949	to 1	to 1	to 1	to 1
10-30	11.1	7.9	5.5	—				
20-40	11.0	7.7	5.6	—				
30-50	12.0	7.8	—	—				
40-60	11.9	8.7	—	—				
50-70	14.7	10.8	—	—				
60-80	17.0	—	—	—				

From rest through gears to :

M.P.H.	see
30	5.3
50	12.0
60	16.4
70	23.0
80	34.3

Standing quarter mile, 20.8 sec.

SPEED ON GEARS :

Top	(mean)	M.P.H.	K.P.H.
		(normal and max.)	(normal and max.)
	(best)	94.0	151.2
3rd	60-70	97-113	
2nd	36-46	58-74	
1st	20-26	32-42	

SPEEDOMETER CORRECTION : M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	98
True speed	7	17	28	37	47	57	67	76	86	94

TRACTION RESISTANCE : 25.8 lb per ton at 10 M.P.H.

TRACTION EFFORT :	Pull (lb per ton)	Equivalent Gradient
Top	200	1 in 11.1
Third	280	1 in 7.9
Second	400	1 in 5.5

EFFICIENCY	PEDAL PRESSURE (lb)
87 per cent	100
72 per cent	75
55 per cent	50

FUEL CONSUMPTION : 20.8 m.p.g. overall for 349 miles (13.6 litres per 100 km.) Approximate normal range 20-23 m.p.g. (14.1-12.3 litres per 100 km.) Fuel : Belgian Premium grade; approximately 80 octane.

WEATHER : Dry; slight cross wind. Air temperature 30 degrees F. Acceleration figures are the means of several runs in opposite directions. Tractive effort and resistance obtained by Tapley meter. Model described in *The Autocar* of October 10, 1952.

DATA

PRICE (basic), with saloon body, £1,055. British purchase tax, £587 12s 2d. Total (in Great Britain), £1,642 12s 2d.

EXTRAS : Radio £34 12s 10d. Heater £27 10s.

ENGINE : Capacity : 2,443 c.c. (149 cu in).

Number of cylinders : 4.

Bore and stroke : 80.5 x 120 mm (3.169 x 4.725 in).

Valve gear : overhead, push rods and twin side camshafts.

Compression ratio : 6.6 to 1.

B.H.P. : 100 at 4,400 r.p.m. (B.H.P. per ton laden 58).

Torque : 134 lb ft at 3,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 19.5.

WEIGHT (with 5 gals fuel), 30 cwt (3,356 lb). Weight distribution (per cent) 51.2 F ; 48.8 R. Laden as tested : 344 cwt (3,866 lb).

Lb per c.c. (laden) : 1.58.

BRAKES : Type : F 2-leading shoe. R. Leading and trailing.

Method of operation : F, Hydraulic. R, Hydraulic.

DRUM DIMENSIONS : F, 11in diameter, 2½in wide. R, 11in diameter, 2½in wide.

Lining area : F, 93.9 sq in. R, 89.2 sq in. (106 sq in per ton laden).

TYRES : 6.00-16in.

Pressures (lb per sq in) : F, 24; R, 24.

TANK CAPACITY : 12½ Imperial gallons.

Oil sump, 14 pints.

Cooling system, 21 pints (plus 1½ pints if heater is fitted).

TURNING CIRCLE : 36ft 9in (L and R).

Steering wheel turns (lock to lock) : 2½.

DIMENSIONS : Wheelbase 9ft 11in.

Track : 4ft 4½in (F and R).

Length (overall) : 15ft 6in.

Height : 4ft 11½in.

Width : 5ft 3½in.

Ground clearance : 7in.

Frontal area : 20.85 sq ft (approx.).

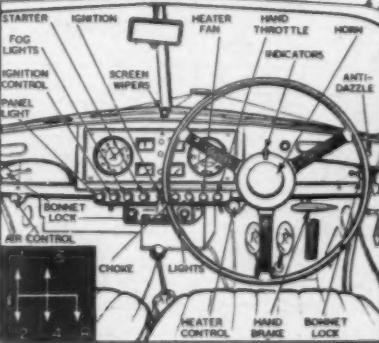
ELECTRICAL SYSTEM : 12-volt. 63 ampere-hour battery.

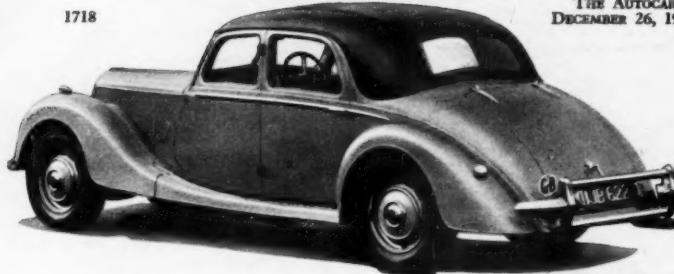
Head lights : Double dip, 42-36 watt.

SUSPENSION : Front, Independent by wishbones and torsion bars.

Rear, Half-elliptic.

STarter





The long, low sleek lines of the Riley can be appreciated in this view and the two-colour body style (a black fabric covered top and grey cellulose on the particular car tested) is particularly suited to this type of car. There is a plated strip at the waistline, which increases the impression of length. The direction indicators are fitted well back, just behind the rear doors.

ROAD TEST

mum speed of 94 m.p.h. more than meets the requirements of a very large number of potential owners, if only for the reason that speeds in excess of 90 are often very difficult to use. This speed is also accompanied by brisk acceleration, particularly if the gears are freely used. The engine—a big four with hemispherical combustion chambers—is designed for power output to some extent at the expense of smoothness; this is particularly noticeable on the present Pool fuel, on which the engine is very prone to pinking. However, on Belgian premium grade fuel (approximately 80 octane), as used during the performance testing on the Jabbeke road, no pinking was experienced; yet it is interesting to note that the use of the superior fuel did not show any gain in maximum speed.

The gear ratios are well chosen, but the box is a little more masculine than it is usual to find today, and it is quite easy to beat the synchromesh if a snappy change is made. On the other hand, the remote control lever is positive and well placed, and conveys a sense of solidity that is seldom found in the steering column counterparts. The clutch does not possess all the present-day refinements, as the pedal is relatively heavy to operate and has a quite large range of movement. During the performance tests it did not seem to have the amount of bite associated with heavy spring pressures, which in turn often result in large pedal travals. For normal operation, however, apart from some heaviness noticeable in traffic, the clutch is satisfactory and progressive. To ensure quiet gear changes it needs to be pushed right down.

To those used to the extreme softness of some of the modern suspensions the Riley may appear to provide a somewhat refined "vintage ride." Whilst it does not follow a transatlantic tendency towards sick-making softness, neither is it harsh, for the proportions of the wheelbase

continued



The familiar Riley radiator grille and diamond shaped badge have been retained on the post-war range of cars. Jacking points are placed below the front bumpers.

relative to the size of the car and the layout of the suspension result in a vehicle that is pitch-free and comfortable to ride in over all types of surface, including the normal forms of Belgian *pavé*. It provides a taut, well-controlled ride; there is very little roll on corners, a feature that is further improved by the use of transversely inclined telescopic dampers for the rear suspension. Rack and pinion steering, a type well known for its general excellence for a car that is designed to be "driven" rather than "used," is well suited to this car. With $2\frac{1}{4}$ turns from lock to lock it is a little heavy at low speeds, but this is more than offset by the positive feel and absence of back-lash.

The Riley corners well and can be placed with precision on bends of all types; the steering has a useful degree of self-centring action, while the car as a whole has a desirable degree of understeer with a two-up load that provides it with a directional stability of a very high order. There is no suspicion of vagueness in the steering, of the type that is often found when a large number of rods, levers and bearings is used—all with their own share of spring and back-lash. Nor is there an excessive amount of kick-back through the steering wheel—a criticism often held against units of this type—but there is that lively feel that gives the driver a good impression of what is taking place between the front wheels and the road.

Hydraulically operated brakes are now fitted to all four wheels (as distinct from the hydro-mechanical system fitted previously). They are both powerful and progressive, yet during performance testing a very noticeable amount of fade was experienced, while some very slight fade was noticed under hard driving conditions on the road. An umbrella type of hand brake control is conveniently positioned to the right of, and slightly below, the steering column.

The driving position is very good; in true sports car style



The Riley has an air of quality about it which is accentuated by the use of leather upholstery and polished wood cappings in the body interior. Two ashtrays are provided in the front compartment and there are pockets in the front doors, as well as a useful tray below the facia. Another very convenient fitting is a dipping type of non-glare rear view mirror.

The rear compartment is well arranged and very comfortable. There is a folding central armrest, while outside armrests are mounted on the doors, low down in which ashtrays are recessed. Two interior lights are fitted, one at each side, mid-way above the rear doors.





The luggage locker is of useful capacity. A separate lower compartment contains the spare wheel, and to gain access to this it is necessary to remove the cover on which is mounted the rear number plate. The luggage locker lid is pivoted on external plated hinges. Two fuel filler caps are provided, one on each rear wing.

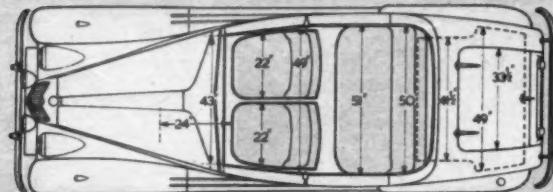
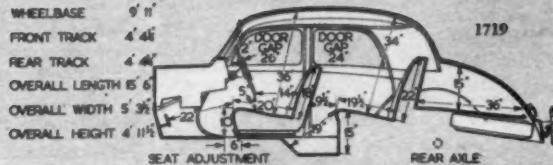
two seats are provided in the front compartment, as distinct from a single bench-type seat, and they are well proportioned, yet a little more support for the driver's left leg would be appreciated—an impression produced by the space for the left foot when it is not operating the clutch pedal being limited by the central tunnel. The cover is suitably shaped to form a footrest, but it would be better if it were placed a little farther forward. A well-proportioned backrest provides comfort and supports the driver in just the right places. Also the positioning of the pedals and steering wheel relative to the seat is well arranged. The spring spoke steering wheel is adjustable on its column, which is suitably raked, with the result that the adjustment really means something. Although the throttle pedal is well placed, this control, like the clutch, has an unusually large range of movement.

From the driving seat there is very good forward visibility, and both from wings, complete with their externally mounted side lamps, can be seen, whilst the dummy radiator filler cap forms a useful "sight." Visibility to the rear is also very satisfactory, and night driving comfort is increased by the provision of a rear view mirror that tilts and brings into use a smoked glass to reduce dazzle from behind at night.

Galaxy of Minor Controls

In the minor controls the theme is, no doubt, one switch for one circuit or item of equipment. There are no fewer than twelve separate knobs, including those used to operate the heater, but excluding radio controls as being part of an optional equipment. The majority of these controls are mounted in a row on the facia below the centrally placed instruments. There are arguments for and against such a layout and the use of multiple knobs, but during the test it was found that the driver quickly became acquainted with the relative position of any particular control, and then it was a simple matter in the dark to feel for the first on the left or third from the right, as the case may be. Although it is an optional extra, the heater is worthy of mention, as apart from the usual adjustments such as the variation of the air flow to the windscreens and the interior of the car, it is possible to supply air to either the right or the left side of the front compartment to suit the individual requirements of driver or passenger. Also, this heater earns full marks as being one of the few that warm the interior and de-ice the screen without contaminating the car with the familiar heater smell sometimes experienced.

Presumably because of limited toe board width, a foot-operated head lamp dip switch is not used, but this operation is performed by a hand-operated switch mounted on the extreme right of the facia. This is quite convenient to use, but it does necessitate the removal of one hand from the steering wheel. Among the group of controls are two that



Measurements in these $\frac{1}{16}$ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

are seldom found today; an adjustable slow running control and an ignition advance and retard. The throttle control is useful during the warming-up period to enable the engine to be set at a fast tickover. During tests, when the engine was running on premium grade fuel, the ignition was set in the full advance position, while on British Pool fuel it was found advantageous to retard it very slightly.

Sound Body Features

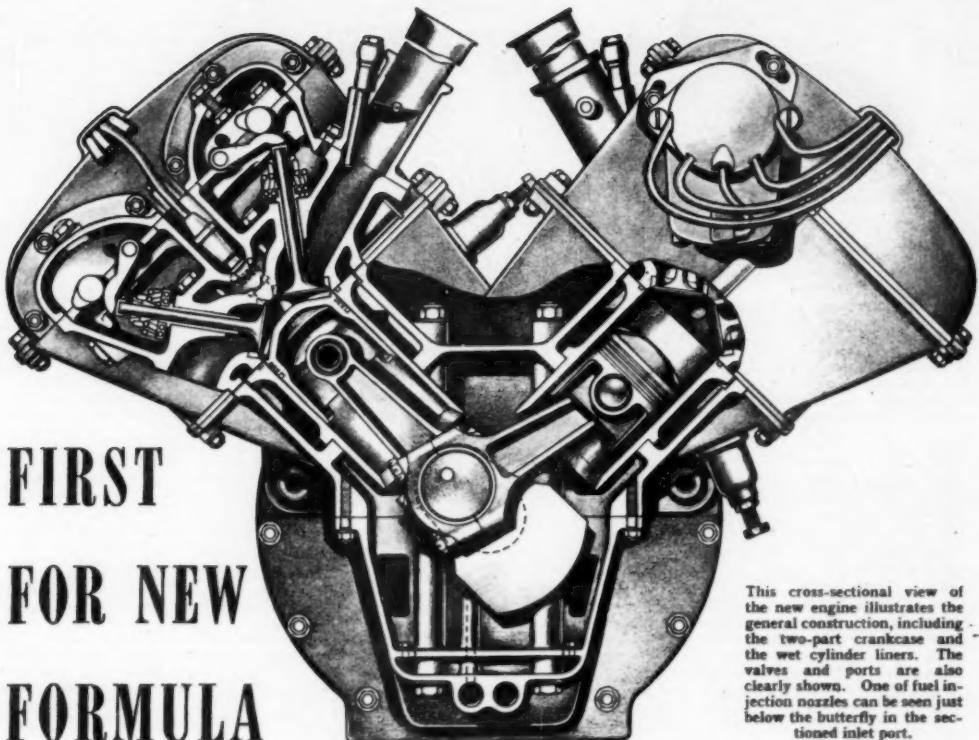
Construction of the Riley body results in a quiet and boom-free car, and coachwork noises, even over stone sets and rough surfaces, are at a very low level. The rear compartment is well appointed and, for a sports saloon, quite roomy. Because of the low build there is a quite deep propeller-shaft tunnel running through the rear compartment, but even so there is ample room for the rear passengers' feet. On the model tested some of the electrical equipment did not seem to be up to the general high standard of the rest of the car; for example, although the head lamps gave a reasonably good beam and spread of light, they were not up to the high-speed potentialities of the car. The windscreens wipers, too, were not able to cope with the mud and slush thrown on to the screen from other vehicles. On the other hand, the horns, operated by a centrally placed button on the steering wheel, are both pleasing and effective.

Some slight hesitation was experienced in cold starting at temperatures around and slightly below freezing point, and it was found necessary to open the throttle slightly while the mixture control and starter switch were operated.

The 2½-litre Riley saloon is a quality car, with sports car performance, coupled with very good road manners. It responds well to being "driven," and is one that conveys its occupants in high-speed comfort.

Oil, water and battery levels can all be checked from the left side of the longitudinally hinged two-piece bonnet. With its two plated valve gear covers the engine is satisfying to look upon.





FIRST FOR NEW FORMULA

FULL DETAILS OF A NEW ALTA V-EIGHT RACING ENGINE

ALTHOUGH the present international formulae governing the design of racing cars do not become obsolete until December 31, 1953, there is already much thought being expended in the design and construction of new power units suitable for the conditions which will subsequently apply. For the five years commencing with January 1, 1954, the capacity of an engine for a formula 1 Grand Prix car must not be greater than 2,500 c.c. for a normally aspirated unit, or 750 c.c. if a supercharger is employed, and already designs are appearing for engines to comply with the first of these provisos.

Ferrari, of course, produced a racing car powered by an unsupercharged 2½-litre engine just over a year ago (although little has been heard of it since then); but as far as this country is concerned the Alta Car and Engineering company is first in the field with an engine designed specifically for the task in question. The prototype of this engine is now under construction, and it is hoped that it will be complete and ready for test in approximately four months' time; meanwhile it is interesting to examine the design in detail.

The decision was taken to start completely from scratch with a free hand and a new design, and a V-eight engine with the

two banks of cylinders at an included angle of 90 degrees was the chosen layout. This has the advantage of keeping the crankshaft and crankcase short and stiff, while the use of eight cylinders with a larger bore than stroke gives both a large piston area and a low piston speed, the former making for maximum power and the latter for reliability. The top half of the crankcase and the cylinder blocks form a single aluminium alloy casting, into which separate wet liners are inserted for each bore. These seat on paper washers at the base, and are held down by the light alloy cylinder heads, with Willis rings to seal the head joints. Ten KE805 studs are used to hold down each head, and these penetrate into the crankcase casting to a depth of 2½ in. In addition, a subsidiary ring of bolts is employed round the outer flange to ensure the efficiency of the water seal. The liners are readily detachable, and with the head and sump removed a liner, piston and connecting rod may all be withdrawn together without difficulty. The aluminium alloy pistons, of Alta design, each carry three compression rings and one for oil control.

The lower half of the crankcase also forms the sump and is cast in one piece with the main bearing caps, in Elektron alloy; this form of construction gives great rigidity to the assembly. The crank-

This cross-sectional view of the new engine illustrates the general construction, including the two-part crankcase and the wet cylinder liners. The valves and ports are also clearly shown. One of fuel injection nozzles can be seen just below the butterfly in the sectioned inlet port.

shaft, a Nitrailoy steel forging, is fully machined and balanced both statically and dynamically, and runs in five Vandervell thin wall bearings; a very light steel flywheel is flange-mounted to its rear end. The connecting rods are KE805 drop forgings, and the big-end bearings are Vandervell copper-lead. The main bearing bolts number ten in all, and pass right through the two halves of the crankcase from top to bottom.

A double helical timing gear on the nose of the crankshaft drives the twin pressure and scavenge oil pumps in the base chamber (a dry sump system is employed) at half engine speed, and an intermediate shaft (also at half speed) above the crankshaft, with the water pump at its front end and the two double-roller chain sprockets for the camshaft drives in the centre. Twin overhead camshafts are used on each bank, and an adjustable spring-loaded tensioner is fitted on the slack side of each chain. The oiling system supplies the end main bearings at 100 lb per sq in pressure, the feed therefrom to the other main and the big-end bearings being inward through the drilled crankshaft. A low-pressure bleed from the scavenge pump lubricates the camshaft drives and the valve gear as a whole; each camshaft runs in six shell-type bearings.

Two KE965 valves per cylinder run in cast iron guides; they are actuated through Sellite-faced light steel followers and returned by hairpin-type valve springs. The porting has been the subject of much careful experiment, and an interesting innovation is the use of fuel injection into the separate inlet ports; this is done by a system developed (and successfully used in aircraft applications) by the S.U. Carburettor company, the injectors being fed from a special edition of the Alta gear-type fuel pump, driven from the rear of the right-side inlet camshaft. The twin Lucas magneto's are driven from the front of the inlet camshafts, one 14 mm sparking plug per cylinder being used.

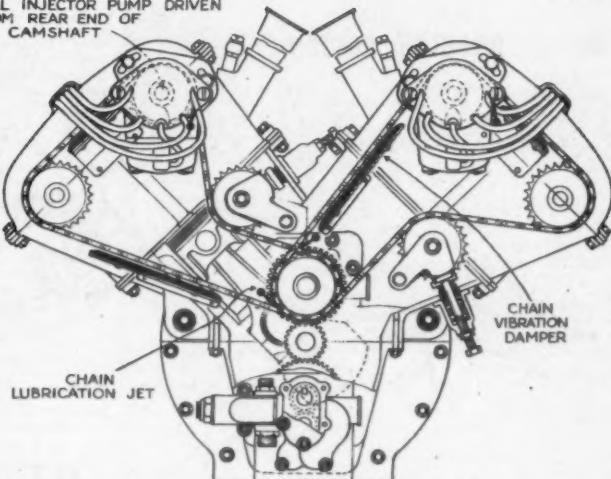
The expected power output of this engine, with a compression ratio of 11 to 1, is in the region of 260 b.h.p. at 7,500 r.p.m., giving a b.m.e.p. of 182 lb per sq in; this last figure is of the same order as that achieved in the latest editions of the well-known 2-litre four-cylinder Alta formula 2 engine.

Old and New

Other interesting comparisons may be made with the existing engine. This has a bore 83.5 mm and a stroke of 90 mm for its four cylinders, and the mean piston speed at its peak r.p.m. of 6,000 is therefore, at 3,540 ft per min, approximately 100 ft per min greater than that of the new engine at 7,500 r.p.m. The weight of the new engine will be little more than 50 lb above that of the previous unit, but the expected power output is over 100 b.h.p. greater—giving, as stated above, roughly the same b.m.e.p. figure. In principle, of course, the design of each bank of the new engine embodies many of the well-tried features of the previous unit, which has achieved an enviable reputation for reliability in the last few seasons.

Especial attention has been paid to the problem of facilitating servicing operations on the new engine, as this is frequently of great importance in a crowded season's

FUEL INJECTOR PUMP DRIVEN FROM REAR END OF CAMSHAFT



The arrangement of the chain drives to the camshafts, and the chain vibration-damping pads and adjustable tensioner sprockets, are here visible, as is the oil pump drive. The two four-cylinder magneto's shown are driven from the forward ends of the inlet camshafts.

racing. It is possible to remove the crank-shaft without taking the unit out of the chassis, and to remove the cylinder heads (and, as already mentioned, the liners, pistons and connecting rods) without disturbing either valve or ignition timings or the chain tensioner settings.

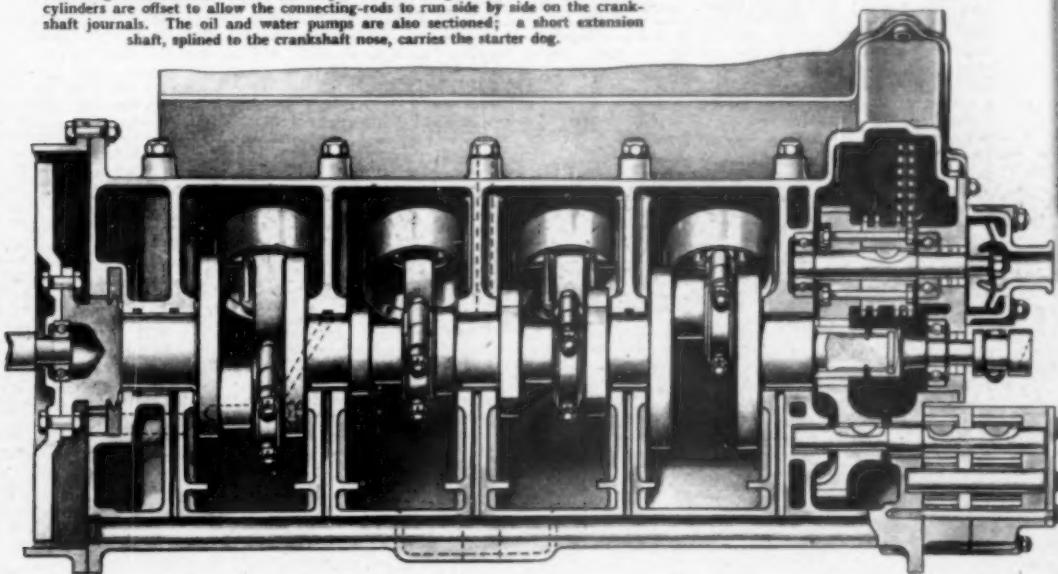
An entirely new Alta chassis is being designed, to be fitted with a 2-litre engine for the 1953 season and to carry the new engine when bench testing is complete; but the engine will also be available to other constructors, desirous of designing

and building their own chassis. The whole project reflects great credit on the enterprise and zeal of Geoffrey Taylor, managing director and chief designer of the Alta concern, of Fuller's Way, Kingston By-pass, Surbiton, Surrey.

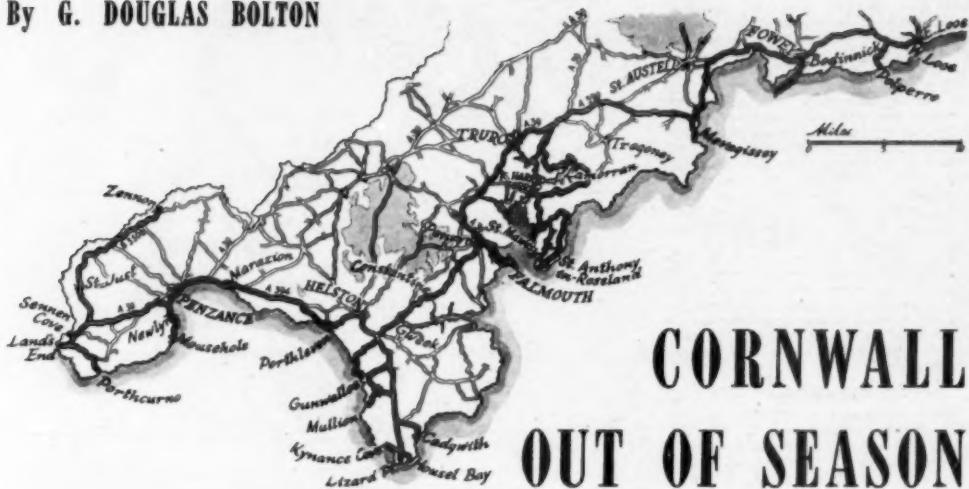
SPECIFICATION

8 cylinders, 90 degree V. Bore 75mm, stroke 70 mm, 2,470 c.c. Compression ratio 11 to 1; estimated b.h.p. 260 at 7,500 r.p.m. Piston speed 3,450 ft.p.m. at 7,500 r.p.m. Total inlet valve area 17.84 sq in. Total bearing areas: main, 53 sq in; big-end, 27.2 sq in. Calculated dry weight, 289lb.

This longitudinal section shows the ample main bearing areas; the two banks of cylinders are offset to allow the connecting-rods to run side by side on the crank-shaft journals. The oil and water pumps are also sectioned; a short extension shaft, splined to the crankshaft nose, carries the starter dog.



By G. DOUGLAS BOLTON



CORNWALL OUT OF SEASON

EXPLORING THE BYWAYS, COVES AND CREEKS OF A DELIGHTFUL COUNTY

CORNWALL, like most of the West Country, is best enjoyed out of season. I prefer springtime, when the hotels and cottages are preparing for visitors and the roads are free. Cornish byways can be every bit as narrow as Devonshire lanes, as drivers of large cars will discover. Passing is so often impossible that finesse in reversing becomes essential. Progress can become an enjoyable adventure, however, to those who appreciate the niceties of driving technique.

I came to Looe on a warm, sunny day towards the end of April. There is no dearth of water at Looe: the broad river splits the town in two, and the sea is just around the corner. A seven-arched bridge crosses the river, giving pleasing glimpses of boats, gardens and white houses. I found a steep path that climbs above West Looe and offers a wonderful view of the town and estuary.

Later a good road brought me to Polperro. Rightly anticipating narrow streets, I parked my Austin Sixteen at the top of the village and walked down towards the harbour, calling at one of the numerous cafés for lunch on the way. Polperro is really quaint. It sets out to be so. There is the museum, with its secret passages and smugglers' cupboards, which was originally the home of old Jonathan Crouch, the naturalist. The narrow streets are positively haunted by piskies, ghoulies and ghosties, and by strange figureheads above windows. One quaint old shop boasts a notice: "Tis better to come inzide and look out than to stay outzide and look in."

The westbound road brought me to Bodinnick, with its steep main street leading down to the ferry. It was low water, and at such times a sizeable car is a definite liability. It was not so bad getting on, but disembarking on to a steep, narrow jetty that climbs up the side of the high promenade took much bottom gear work. Being unable to get round the acute hairpin bend formed by the jetty and the narrow promenade, I continued straight ahead into Fowey, where in places the houses crowd together so closely that there is tolerable room for only one car at a time.

I pushed on to Mevagissey for the night, another difficult place for a car, but not nearly so bad as Fowey. The Treloen Hotel at Polkirt Hill proved an admirable night stop after the cares of the day. I spent a delightful evening exploring the harbour and talking to the fisherfolk. Mevagissey is

every bit as picturesque as Polperro, but not quite so haunted—by ghosties, piskies or trippers.

On the following morning I drove to Truro via Tregony. A good lunch followed by a visit to the cathedral occupied an interlude of steady rain. I then pressed on to Falmouth, and was made very welcome at the comfortable St. Michael's Hotel.

Next day the temperature was about 20 deg lower, with lashings of hail. So I went for a boat trip along Carrick Roads, the name given to the broad sea passage off Falmouth harbour, an estuary with a dozen or so creeks that radiate like the tentacles of an octopus into the hinterland of Cornwall. We cut across to St. Mawes, seen sparkling between hail showers, and chugged beside the Percuil River into Roseland, a district so difficult of access by car from the west that I decided not to explore it until the next day. Meanwhile I returned to Falmouth, drove to Pendennis Castle at the top of the Point and looked across to St. Anthony Head, barely a mile away.

King Harry Ferry

The usual way to Roseland from Falmouth is via the King Harry ferry (so called because Henry the Eighth once swam his horse across it in bravado), but on this occasion the ferry was out of action, necessitating my return to Truro and a detour three and a half miles eastwards along A39 to the road bridge across the Tresillian River. A narrow lane headed southwards hugging the east bank of the creek. I was soon surrounded by a Cornish fairyland, and even though many of the trees were not yet in leaf it was good to follow this meandering lane by the waterside. At length the lane turned inland and climbed through the woods to St. Michael Penkevil, a hushed little village amid the trees.

My map seemed a bit dubious about there being a road to Ruan Lanhorne via Lamorran, but the route proved quite feasible, although the lane (which never degenerated to a cart-track) was so narrow that I had to keep in third gear for much of the way and reverse at hairpin bends. I met not a soul all the way. Strange serpentine creeks, offshoots of the River Fal, turned up in odd places. I crept through Lamorran at 5 m.p.h., passed the little church near the creek, crossed the River Fal, which looked white and muddy, and

pulled up at Ruan Lanhorne. It was still too early for lunch, so I followed the lanes to the Roseland Inn at Philleigh and drove to see the King Harry ferry, which was then still not working.

I continued to St. Just Lane, where I persuaded the postmistress to boil a couple of eggs for a ravenous Yorkshireman. Thus fortified, I walked down to St. Just-in-Roseland church, which is exquisitely situated alongside a creek. Terraced gardens towered high above the church, and daffodils formed a golden carpet. Only England can produce a scene like this, and when you are abroad and cannot get home this is the type of place you like to think about. To me, Roseland is the fairest district in Cornwall.

I then made the usual creek-encircling detour, reminiscent of happy days rounding Scottish lochs, emerged at Portscatho, a tiny holiday resort, and headed south until a wooded road brought me to St. Anthony-in-Roseland, a village hidden away from the world and a place of thatched cottages, palm trees, roses and gardens. I drove down to the creek near Place House overlooking St. Mawes. As elsewhere in Roseland the silence was notable. It is this silence that emphasizes the fairy-like atmosphere of the district. Pull up, switch off your engine and listen carefully. For the first time in hours you become conscious of the car clock's ticking. Eventually I followed a bad track to the top of St. Anthony Head, the farthest extremity of Roseland, and from there I looked across to Pendennis Castle at Falmouth, barely a mile away. But I spent the rest of the afternoon and evening driving back!

Farthest South

My next route was to England's southernmost point, the Lizard, and I went by way of Constantine and Gweek. I was unable to resist the lure of Cadgwith, a little hamlet to the east of Ruan Major and approached by a steep descent from Ruan Minor. Cadgwith consists of a few thatched cottages, old and weatherworn, an inn, a few boats on a shingly beach, and a rocky coast—but the peace of the place will linger in your memory.

The coast from Cadgwith to the Lizard bears some strange names: Frying Pan, Dollar Ogo, Parn Voose Cave and Hot Point lead to Bass Point, Pen Oliver, Lions Den and Bumble Rock. The last two fringe Housel Bay, where I pulled up at the most southerly hotel in England and had a good lunch. I looked from my table across to Lizard Point and the broad ocean. After lunch I drove towards the life-boat station at Polperro on Lizard Point, the utmost limit



Southernmost tip of the British Isles, the Lizard, with its out-lying rocks, was given a wide berth in the days of sail. It is seen here from Kynance Cove in one of its gentler moods.

of southerly progress by car, and bumped back to Lizard town, subsequently following a toll road across Lizard Downs to the top of Kynance Cove, far-renowned for its superb rock scenery. It is not so much the cliffs that dominate the scene, but the sea—licking over the rocks, creaming over sand, and surging shorewards in huge Atlantic rollers. The coast from the Lizard to Kynance and northwards to

Mousehole's harbour, surrounded by traditional Cornish cottages, is sheltered by the rocky St. Clement's Isle which lies off the entrance. In the summer months the tourist industry flourishes.





The extreme to which the tourist industry has been carried at Polperro can be gathered from this photograph. Both the shops visible offer typical baits to the visitors.

CORNWALL OUT OF SEASON

Mullion is another region abounding in strange names. What can they signify? The Crane, Asparagus Island, The Bellows, Pigeon Ogo, Gue-graze, Pol Cornick, Ogo-dour Cove and Mén-te-heul—surely a survival of the "dead" Cornish language.

Be sure to descend to the beach at Kynance just to sense the sheer majesty of the scene: the great rocks, the restless, uneasy sea and the solitude (if you are lucky).

I next drove to Mullion Cove and found a solidly built little harbour almost encircled by cliffs. Then back to Mullion and down to Poldhu Cove and Poldhu Point where long-range wireless was proved; for it was from here that the radio signals were sent in 1901 to be heard by Marconi in Newfoundland.

Gunwalloe is only half a mile from Poldhu, but to get there by car you have a long detour to make via Cury, Lanarth and Halzaphron Cove. Being interested in romantic Halzaphron, I went by car and found much worth seeing. Best of all was the church at Gunwalloe down on

the beach. The churchyard walls are washed by the sea, and in rough weather the spray covers the church. Yet this ancient building has withstood the sea for 600 years.

I came to Helston of the Furry Dance, where one dances in and out of the houses with some pretty young Cornish maid—or so I am told. I arrived on the wrong date.

St. Michael's Mount

Onwards to Porthleven and Marazion and romantic St. Michael's Mount. You can walk across a long causeway exposed at low water and visit this exciting hill soaring 267ft above the sea. Here was once an ancient monastery but now there is a majestic mansion towering high into the sky. A copper tablet records the fact that Queen Victoria was there before us. This superbly situated castle, so like Mont St. Michel, is partially open to the public thrice weekly (Monday, Wednesday and Friday; the Armoury on Monday only). If you walk across to the castle bear in mind that the causeway is uncovered for only three hours at low water.

• • • • • **continued**



Land's End, from which on clear days the Scilly Isles can be seen. Frequently during the winter gales the house on the right is covered in spume.

Penzance is a good centre, but to me it lacks the attraction of adjacent Newlyn and nearby Mousehole. The Morrab Gardens are worth seeing for the sub-tropical plants. Newlyn is an artistic, old-world fishing village merging into Penzance, but Mousehole must be given pride of place for sheer beauty. Here you will find men in corduroys, with Vandyke beards and colourful shirts; easels and palettes are much in evidence. I dined sumptuously at the Lobster Pot, which shows that art and good food go hand in hand, and then pottered round the narrow streets taking photographs and secretly wishing I still had the Vandyke beard sported in my Naval days.

Being determined to leave Land's End to the last I approached it via Porthcurno, perhaps the loveliest of Cornish coves, where I looked down on velvety-smooth sands caressed by the Atlantic surf.

At Land's End visibility was just right. I could see Longships Lighthouse and even the Wolf Rock and the distant Scilly Isles. Golden sunlight flooded the ocean as I watched a steamer rounding the point. The comfortable hotel with its bow window overlooking the sea, the much beloved First and Last House, the fine cliff scenery, the turbulent sea licking hungrily at the rocks, and the invigorating ozone—all these make this a worthy destination for any holiday, but remember, you will enjoy it best out of season!



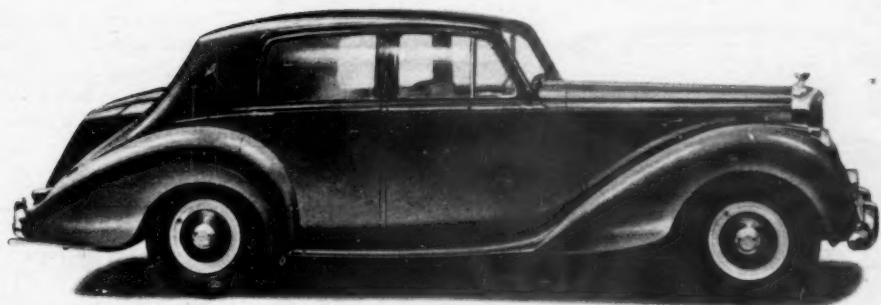
St. Mawes is just visible across the estuary of the Percuil River from St. Anthony-in-Roseland.

THE AUTOCAR, DECEMBER 26, 1952

For Town or Country




BENTLEY
The Silent Sports Car



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For the sheer joy of driving ...
I'd like to go there in an

ALVIS



ALVIS

Where is 'there'?

ALMOST ANYWHERE IN FRANCE, but most enticingly in the Pas de Calais, the kilometres stretch long and straight, to the horizon and beyond. And many an Alvis, with—and without—the GB plate, can be seen eating up those same kilometres *ventre à terre*. As 'The Autocar' ROAD TEST of February 15th, 1952, put it . . .

"An experienced and critical driver will not fail to be impressed by the feel of the car; its handling qualities at both high and low speeds are much above the average."

ALVIS LTD · COVENTRY · THREE LITRE SALOON AND DROP-HEAD COUPE

AL 30

"..... never, in any circumstances, to rhapsodise on the scenery through which you were passing."

A CLEAR CONSCIENCE

By CATHERINE STOKES

FOREIGN TOURING MAY BE ALL RIGHT IN THEORY, BUT THERE IS NOW A WONDERFUL EXCUSE TO STAY AT HOME!

WHEN the currency allowance dwindled to £25 per Briton about to holiday-make across the Channel, I have to admit that I could feel none of that righteous frustration that others were able to display—nothing, in fact, but a shameful flutter of relief.

Now at last we could take Dyfi—for that is what we call our ageing car—through the green hills of Devon without a trace of guilt at not urging the vehicle instead across some col with a misty drop to right and left.

Without feeling a twinge of inferiority to our friends, who had made for the ports with phrase books allowing them to change an inner tube in five different countries, we could enjoy a holiday in our own land.

I know, of course, that you can tour the Continent on £25 (with £15 added for the car's fuel), but the delightful thing is that you needn't. No one will now smirk at you for refusing to camp half the time, share picnics with beetles and bees, and eat à la carte twice a week.

It is not that my family suffers from an insularity complex. Theirs might rather be diagnosed as the opposite complaint. For the fever for travel that races through all our veins remains at such boiling pitch that no country—not even the Utopia of Sir Thomas More—could sustain it....

We went to France after the war determined to wring joy out of every second. So, when Dyfi's left-side door flew off its hinges beyond Chartres, we were shocked and bitterly disappointed to find that a drive with a hole in the car is as uncomfortable in France as in England. The passenger whose left side was frozen nearly rigid by the blast was just as cold as if he had been in Sussex, and just as bad-tempered.

The rest of the crew, though, felt that his was a lack of spirit. After all, Marco Polo had been through much worse things in his quest for China. "La porte est malade," we explained to the garage proprietor. "Mon ami, aussi," I added. For 12,600 seconds we waited for another porte to be fitted; we didn't enjoy one of them.

Ours was the wandering spirit. When the sun went down and the night came, with its silver-paper stars and dangling moon, when we were stiff, cold, tired and hungry, we would in theory pull up at un petit logis. A well-built Madame would then welcome us with a smile, her delectable food dans sa cuisine and ready for the table. But in reality these inns that had been so numerous during the day, had a habit of vanishing at nightfall.

At home this scarcity would have been met with a decent

calm; but in Normandy, where we had fostered the jolly prospect of being always slightly over-fed, we combated our hunger and fatigue with an hysterical good cheer. One member of the crew, in fact, made a point of laughing like a drain (as modern idiom has it) each time, at a cross-road, nothing showed through the windscreen but another stretch of uninhabited road.

Ours, also, was the sophisticated Continental palate. Not for us the Englishman who travels Italy only to complain he cannot find there the tea and toast he eats at home. We were not satisfied unless the thing that arrived on our plates we had never seen or heard of before. When, after a long but dignified order had been placed in halting French, boiled ham was served 20 minutes later, we regarded it in dumb disappointment. *Jambon* or no *jambon*, it was but our bacon ration in one piece.

Dignity Emerges

Which brings me to the drawbacks of dignity. I had always regarded it as one of those things you could gratefully leave behind at school, together with lumpy porridge and dormitory prefects. Not so. It emerges with brute force as soon as an Englishman is abroad. Even Dyfi became dignified in France, with a fresh coat of black paint and silvered wheel spokes; and we regretted every scratch and dent, with the thought that it would never have happened at home.

But dignity hampered us most in our navigating and eating. When our map-reader failed, dignity prevented him from asking where food could be found; when a restaurant was attained, dignity would not allow us to deal in our mother tongue with the menu.

It was, perhaps, unfortunate that we landed in France fresh from a teach-yourself course (I have often heard that sailors are discouraged from learning how to swim). Anyway, we considered it a loss of caste to speak to a Frenchman in anything but his own language, even when this entailed an ungainly version of part-mime, something like a native ritual. Once a misunderstanding compelled us almost to ford a river; at another time nearly to eat a dozen raw eggs. But those who flinch at a persistent linguist in France should travel to Austria with a crew that "sprichts" *Deutsch* like a *Deutschländer*. I heard recently of a girl who spent three weeks in the Tyrol. She listened by the hour to conversations carried on through the driver's open window, while she flashed at the talkers brilliant but uncomprehending smiles to show she bore them no ill will.



A CLEAR CONSCIENCE continued

Even the words you use on a motoring holiday can rub like a nutmeg grater. Perhaps those wide spaces of country through which Dyfi rattles at such a pace tend to lessen the space within the car, to force its occupants unwillingly together in a busy whirlpool, while the forests and mountains on either side remain eternally calm.

When we were children we were taken to Spain in an Austin Seven. Our driver was a woman with a cult for the original. She was also immensely fond of the sea. The combination prevented her from referring to anything but by its nautical equivalent. I still think that her shout of "lee-ho" each time we rounded a bend, the windows being called "lights," the steering wheel "the helm," the roof of the "deckhead," would have been less terrible in England than it was near Madrid. The knowledge that we could not even drink a glass of water without frightful results, and that Spanish dogs were said to bite worse than British ones, narrowed our sense of humour. One morning, when my sister had been induced to "stow the hold," but had utterly refused to say "aye-aye, Skipper," and raise one hand to her head, mutiny broke out. With three up, the cargo and a baby, there isn't room for mutiny in an Austin Seven; there was on *The Bounty*, but we'll leave that to Captain Bligh.

Another point in the unaccountable effect of disaster. People, when they are on holiday and supposed to be loving every minute of it, react quite differently. One person, for instance, may feel that a split fuel tank is just splitting fun; another quells with a glance as cold as a 'fridge any tendency to treat the broken spring as a whale of a joke. Some take a natural pride in being able to keep any situation—however terrible—in hand, whether it be a snapped suspension bridge or a leaking pen. This pride usually brings a strange set look on the face, adds timbre to the voice, and causes a general quickening of every movement, even when the difficulty is only to strike a match. Other people are content simply to roll about with laughter.

The truth is, though, that the zest with which we have crossed the Channel has always been pricked as if it were a floating balloon. We have tasted the latent flatness of champagne. From Brittany we returned once full of our

" . . . may feel that a split fuel tank is just splitting fun."



" . . . unfortunate that we landed in France fresh from a teach-yourself course."

incapacity to travel. Almost every book that has been written on the elusive art of liking a fortnight abroad we have read. We drank in their remedies as we had once imbibed the *vin ordinaire* on a grubby pavement in Rouen. We were tremendously relieved to find that other families, other cars, were like our own. For such a quantity of advice could not have been published for us alone. Perhaps no one enjoyed himself abroad. Perhaps the whole world would rather stay at home.

True, some authors were unimaginative. A few books even suggested that if you drove in a well-sprung car, ate well-cooked food, and slept in a well-made bed, all—even in Costa Rica—would be well. These we returned to the library half-read. But the others, the ones that treated the whole thing like a visit to the dentist, with hints on psychology thrown in, we devoured. We scored with red pencils incidents just like our own; and when we were filled with wisdom, we went again to France.

Everything Foreseen

Nothing could go wrong. The slogans found in the books we had compressed into one telling document and glued to Dyfi's windscreen. Headed "Panacea from Paris to Pompeii" it read: "All foreigners are not rogues, but look at the prices before walking inside. Don't drink water in Spain. Ask always for the wine of the district. Don't attempt more than twenty places a day. Never set out to enjoy yourself."

The driver blushed each time his crew infringed any of the "dos" and "don'ts" of the holiday books. One of these "don'ts" was never, in any circumstances, to rhapsodize on the scenery through which you were passing. This, in the eyes of one author, showed the mark of the amateur. You wouldn't do it in your own country, he pointed out, so why do it in somebody else's? If it were not beautiful, you wouldn't be there anyway, so why remark upon it at every bend in the road? This for one member of the crew required such self-repression that she was almost forced to gag herself when Dyfi did the Grande Corniche.

When we were back again, bowling up the Dover road towards home, we sighed with relief. But already plans were being made for a tour of Corsica . . .

Then the currency allowance fell. We realized that we could now look anyone on the train straight in the eye when he asked us where we were going for our holidays; we could mention casually that Corsica had to be abandoned, that we were booked up in Devon instead. I practised it several times in front of my driving mirror. No one has asked me yet; no one seems to want to know.



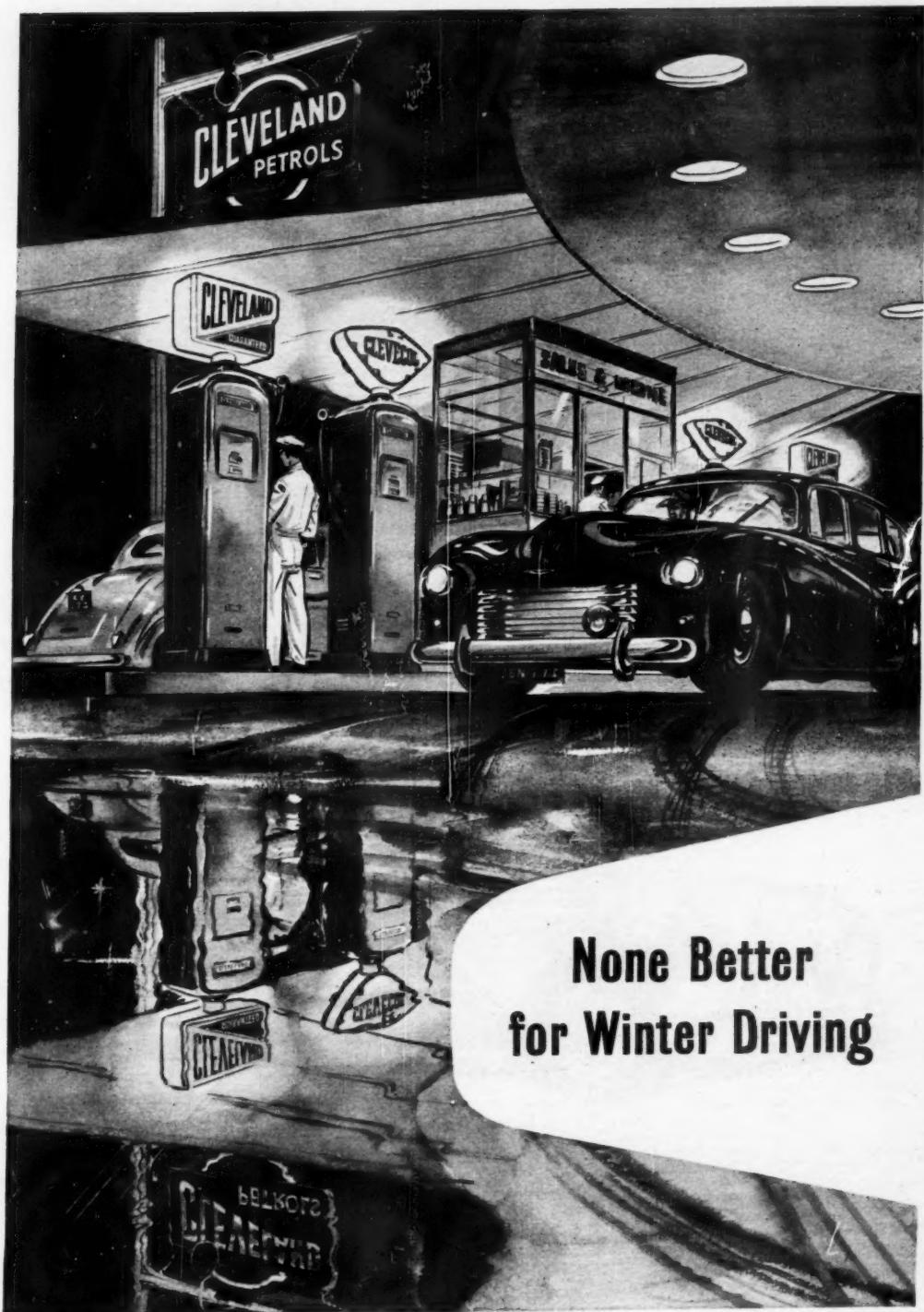
THE AUTOCAR, DECEMBER 26, 1952

GRACE...SPACE...PACE



JAGUAR

The finest car of its class in the world



**None Better
for Winter Driving**

NEW CARS DESCRIBED

Power steering, power brakes and a power-operated four-way front seat adjustment are optional equipment on Lincoln models for 1953. Lincoln is in the forefront of the current American horse-power "race" with an output of 205 h.p. from the V-eight engine. This is the Capri hard-top coupé.



LINCOLNS WITH 205 b.b.p.

MODIFIED ENGINES AND EXTENSIVE AUTOMATIC EQUIPMENT FOR 1953

WORLD-WIDE attention has been focused on the 1953 Lincolns by the remarkable feat of their taking first four places in the production car division of the Pan-American road race in Mexico, with an average speed of 90.9 m.p.h. by the first car for the whole of 1,934 miles.

The power output of the o.h.v. V-eight has been raised to 205 b.h.p., making Lincoln the first manufacturer in the world to offer more than 200 h.p. in a standard quantity-production saloon.

The engine, which has a swept volume of 5,204 c.c., now operates on a compression ratio of 8 to 1 instead of the former 7.5 to 1 and has a new four-choke carburettor. At low speeds, only two chokes are in operation, but when additional acceleration is required the two additional chokes are brought into operation automatically. The intake manifold has been redesigned to suit; inlet valves are larger, and a modified kidney-shaped

combustion chamber has been introduced to promote turbulence. The engine's breathing capacity has been increased by the use of a new air cleaner and by an improved exhaust system, said to reduce back pressure by anything up to 50 per cent.

European Feature

Lincolns have a simple ball joint steering and suspension assembly of a type common in Europe but hitherto unknown in America. The combined yoke-piece and king pin is carried directly in ball joints on the ends of the wishbones, replacing the multiple joints of the conventional yoke-piece and steering swivel assembly. For 1953 an hydraulically operated power steering unit is optional, reducing the effort required at the steering wheel rim when parking the car from 32-45 lb to 4-7 lb.

Vacuum servo brakes with a vacuum

reservoir tank are another optional extra on the latest models, reducing the pedal pressure required by 30-40 per cent. A further innovation is an automatically adjustable front seat in which a series of electric motors operated by push buttons at the driver's side permit adjustment both vertically and horizontally. No wonder Lincoln publicity exults: "Lincoln is the most powered automobile in production today".

Styling changes are slight, the general appearance closely following the new lines introduced early this year, but the lingering doubts which so often seem to assail American manufacturers as to the ability of the public to distinguish their car from its competitors are reflected in the use of block letters for the name Lincoln on the front. All models now have a single-piece curved rear window, and small gold V motifs have been introduced in the styling of the front grill, assembly and on the side panels.

Modified Lincoln

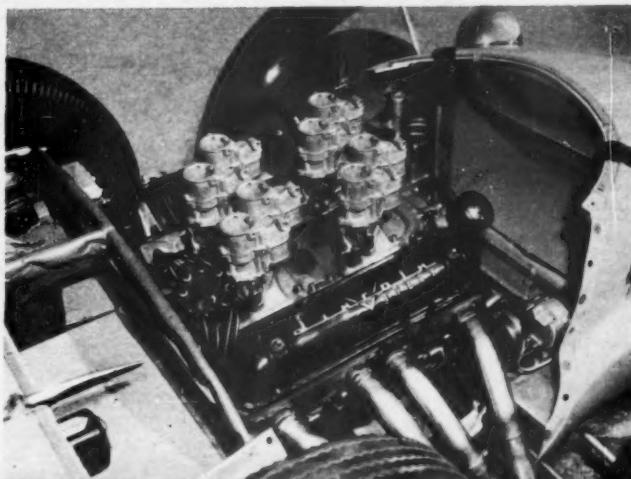
EIGHT carburettors (four double-choke) are used on the modified Lincoln V-eight engine used to power the Allard, as seen in the photograph. The modifications are those of Ed. Winfield, of Los Angeles, U.S.A., and include boring out from the standard (1952) 317.5 cu in (5,204 c.c.) to 352 cu in (5,769 c.c.). Pistons are now 4in in diameter. The camshaft has been reground and the hydraulic tappets are eliminated. The unit peaks at 6,200 r.p.m.

The car itself has been modified. The front axle is a Ford truck pattern, divided and hinged, and the transmission is standard Ford with Zephyr gears and a Ford differential with Cyclone assembly permitting 30 different gear ratios. The rear end is de Dion.

The Lockheed brakes have Al-Fin drums, and the car is, as a whole, built to Sports Car Club of America class 1 regulations; it will be entered in Californian sports car races in 1953, where it is sure to be watched with considerable interest.

Engine in American-owned Allard

The compact V-eight unit fits well back in the Allard frame; four long branches feed into an exhaust pipe on either side.





Thatched cottages at Ashbury, near Swindon, in north Berkshire.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

SODIUM COOLING

Not Suitable for Cylinder Heads

[64617.]—I read with interest Mr. H. A. Sisson's letter [64575] regarding sodium cooling, and it would appear that he is under some misapprehensions regarding the action of sodium in exhaust valves.

The action of cooling is carried out by convection, which is induced by movement of the valve. The agitation of the liquid sodium transfers the heat from the valve head to the stem.

It will be seen from this that this principle could not be used in a cylinder block, which is stationary, as the amount of cooling one would get by pure conduction is very small.

W. A. SCOTT.
Shenstone, Staffordshire.

"INTERIM ASSESSMENT"

Intimate Descriptions are Most Interesting

[64618.]—May I congratulate Michael Brown on his article describing his experiences with the 1½-litre Riley?

Your Road Tests of various cars are excellent in their way but a more intimate description of a model given by an owner is most interesting to other owners and potential buyers.

Could Michael Brown be persuaded to write a similar article about his previous car, the 1½-litre M.G. saloon? As the proud owner of one of these cars I find them very pleasant to drive,

the engine and auxiliaries are extremely accessible and they embody most of the refinements desired by keen motorists. The Jackall system is a joy to use and by placing large blocks of wood underneath the jack feet I can raise the car right up for easy servicing underneath.

There is one item missing, however, which I think should be fitted as standard to all cars. This is a radiator blind and I made one to fit my car quite easily and cheaply. I obtained an old household type of roller blind from a junk shop and this, suitably cut down, was fitted by means of two brackets in front of the radiator block. The blind is controlled by a length of flexible picture wire passed over the header tank and through the bulkhead to finish in a ring which can be hooked in three positions under the scuttle. For short runs I find the blind can be left fully closed and the engine warms up quickly.

Folkestone, Kent.

F. R. COPE.

[A similar article on the 1½-litre M.G. appeared in the August 4, 1950, issue entitled "Green-Mantled."—Ed.]

TOOL USAGE

Push or Pull a Hacksaw?

[64619.]—I was interested in the article on "Correct Tool Usage" in your issue of November 28.

On page 1577 it is stated that a common mistake is the fitting of hacksaw blades with the teeth facing backwards. This is always the way that I put a blade into a saw, as I was taught that it is much better to pull the hacksaw than to push it. Pulling it seems not to cause the blade to buckle and break as in pushing it.

GEORGE MACDONALD.
Edinburgh, 9.

[Pushing the saw is the "right" way, but if users prefer to pull there's no law again it!—Ed.]

CORRESPONDENCE

continued

TORQUE CONVERTERS

Successful Application in Model Form

[64620.]—May I suggest that although the "engineers" are correct when they say that "a simple epicyclic gear cannot provide variable torque conversion," yet could not the "slipping clutch device" contribute some refinement and efficiency to orthodox transmission designs?

When you consider that, after more than 50 years of design development, it is still possible to get into your car and, by a slight mismanagement of the clutch pedal, to produce a back-breaking jerk throughout the transmission, it would seem desirable that some flexibility in the drive was introduced, which would also obviate the need to change gears so often.

A few years ago I produced a so-called "slipping clutch device" in model form, and installed it in the chassis of a model truck about 15in long; the power was in the form of a small electric motor, mains driven through a variable resistance. I provided a suitably low reduction gearing between the "device" and the motor to ensure that the motor revs remained constant whatever the load applied.

This model truck proved to be a most interesting performer; it was difficult to believe that it did not include a torque converter in the drive. It would carry a heavy load up a 1 in 4 gradient and, as the gradient eased, the truck would increase speed until finally it would run at top speed in direct drive. It was possible to hold the truck stationary with the hands (with the motor at moderate revs) and this could be kept up for any length of time without its transmission becoming strained or overheated in any way, nor would the wear be any greater than would occur in an ordinary gear box.

I feel that some similar "device" could be incorporated additionally in the orthodox transmission line of the modern car, with possibly the normal gear box ratios widened to enable a geared-up overdrive to be included in the usual four gears.

I believe that a flexible and foolproof transmission system would result which would be a joy to use.

Bury, Lancashire.

E. FIELD.

HOW MANY HEADS?

An Unusual Officer of the Watch

[64621.]—With reference to *The Autocar* of November 28 (page 1574), please ask The Scribe how many heads a naval officer has.

Manchester.

PETER STAPLETON.

INEFFICIENCY

The Ignorant Service Manager

[64622.]—A great deal has been said concerning the inefficiency of garages, and a lot of it is true. I purchased recently a car from one of London's leading firms of car distributors. Yesterday I called in to have a little matter put right and while I was there I asked the service manager what would be the cost of fitting a radiator blind and thermometer. Believe it or not, he hadn't heard of a radiator blind! Something is wrong here; don't these men read the motoring periodicals or trade papers? The directors of such firms should see to it that such matter is made available to their service managers.

About five years ago I went to one of the largest motor firms in Reading for a thermostat. After a minor earthquake they managed to find what I wanted. Just as I was leaving the store-man asked me what it was for!

D. G. OLIVER.

CENTRAL ISLANDS

Attractive Nursemaids Required at Dulwich

[64623.]—In connection with central islands (Disconnected Jottings, November 21) and the stern endeavours made by some authorities to complicate the roads and delay traffic to the maximum, I commend to your attention the arrangement being installed in Dulwich Village at the junction with Court Road.

At its present stage one can see the original road and kerb pattern and reflect on the outlook of the Council engineer (presumably) who designed it (the obstruction).

I use the junction daily during peak traffic hours and have never yet seen any sign of difficulty or liability to accident. The reason for the expense and awkwardness of the installation now going up defeats me and I can only hope that in due course the road space stolen from motorists and the encumbrances planted thereon will be suitably filled with attractive nursemaids to lead the naughty and childish motorists carefully round by the hand.

Best wishes and thanks for an interesting and amusing page.

O. DARRIN.

CORNERING

Inner or Outer Circle?

[64624.]—I seem to remember that in "Disconnected Jottings" (*The Autocar*, August 8), The Scribe asked whether it would be quicker to take a corner on the inside or the outside.

I suppose you must have had several answers to this problem, but I offer this very simple solution. It is necessary to make some very broad assumptions which are as follows: The limiting value of the speed of the car depends on the radial location; the locus of the car is part of a circle in either case, both circles being concentric.

For the small circle:—

Let ω = angular velocity.

r = radius of circle.

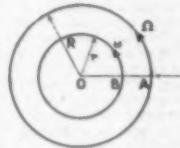
t = time for 1 revolution.

For the large circle:—

Let Ω = angular velocity.

R = radius of circle.

T = time for 1 revolution.



If it is assumed that the radial acceleration is constant, then $\omega^2 r = \text{constant} = \kappa = \Omega^2 R$.

$$\text{i.e., } \omega = \sqrt{\frac{\kappa}{r}} \text{ and } \Omega = \sqrt{\frac{\kappa}{R}} \quad \dots \dots \dots \quad (1)$$

$$\therefore \frac{\Omega}{\omega} = \frac{\sqrt{\kappa/R}}{\sqrt{\kappa/r}} = \sqrt{\frac{r}{R}} \quad \dots \dots \dots$$

But $\omega = \frac{2\pi}{t}$ radii per sec, and $\Omega = \frac{2\pi}{T}$ radii per sec.

$$\therefore \frac{\Omega}{\omega} = \frac{2\pi/T}{2\pi/t} = \frac{t}{T} \quad \dots \dots \dots \quad (2)$$

Substitute (2) in (1)

$$\text{i.e., } \frac{\Omega}{\omega} = \sqrt{\frac{r}{R}} = \frac{t}{T}$$

$$\therefore t = T \sqrt{\frac{r}{R}} \text{ or } T = t \sqrt{\frac{R}{r}}$$

Thus it can be seen that the time taken to go round a corner is proportional to the square root of the radius. It is, therefore, quicker to go round on the inside of a bend.

I realize that I have grossly over-simplified the problem. In a race it is probably more important to have as large an entry and exit velocity as possible than to save seconds while actually in the corner. Can anybody be induced to calculate the theoretically correct line for a corner?

D. E. WRIGHT

The Scribe comments: "Actually, my question was whether or not there was any advantage in drifting a bend as opposed to maintaining traction, but Mr. Wright's formula is interesting. But is it safe to assume that the maximum usable radial acceleration is the same on the inside as it is on the outside of the bend?"—Ed.]

RUNNING-ON

* Cures Wanted for a Chronic Case

[64625.]—I am the unfortunate owner of a medium-small car produced in large numbers by one of our leading manufacturers. It has the strange and infuriating habit of refusing to stop when switched off in neutral. After nearly a minute of internal convulsions and bumping around one way and another, reminiscent of the expiring paroxysms of a stranded sea-lion or of a "mechanical horse" of earliest vintage, it finally gives up the unequal struggle with a last defiant explosion through the carburettor, which sends a contemptuous spray of oil out of the air-cleaner over the engine, battery and paintwork. This ritual is gone through whenever I turn the ignition key to the alleged "off" position, and a course of frequent stops as is entailed by a shopping expedition inevitably turns one's mind to violent thoughts that are associated with sledge hammers. The act is an unfailing source of amusement to all—except myself.

The makers of this phenomenon, their agents, and various consultants, apparently being well acquainted with its vagaries, have declared that, in their experience, it can "usually" be cured thus and thus. I have tried every recommended remedy, as well as some of my own, and enlisted the aid of grade one petrol with no effect except that, with the increased life-giving properties of the latter, the dying spasms are still longer protracted. The advice of the London service depot of the makers—"you can always stall the engine"—I considered a policy of

CORRESPONDENCE

continued

crude, unscientific defeat unworthy of a self-respecting motorist, whatever the character of his current vehicle.

However, one suggested last resort I have yet to try. This is the chamfering of the cylinder combustion chambers. Is it seriously to be understood that these engines are turned out with unfinished rough edges which have to be smoothed off before the car is fit for the road? In other words, is the owner (perhaps after working up the waiting list for four years) of a £700-plus car expected to have to dismantle and carry out a modification of its engine which could and should have been done on the factory bench? Apparently so; yet it is to be noted that the big London agents who offered the suggestion only committed themselves to the qualified statement that this "tends to reduce pre-ignition with these cars."

After two years of painful motoring and the memories of 20 years of a happier sort I have sadly come to the conclusion that the only real solution is a quick sale to another unsuspecting mug. But while finding one I should welcome any further ideas from your readers with similar experiences with such cars. In Germany, with the roads swarming with new cars and cheaper ones than ours, mostly Opels and Volkswagens, the defect is unknown.

G. E. HOWARD, Major (Retd.).

B.A.O.R., 40.

"TICKER"

Save the Amps to Turn the Engine

[64626.]—In reply to "Disconnected Jottings" [The Autocar, December 5], as the proud (and let it be admitted, smug) owner of a two-year-old Javelin, I, too, have a mechanical fuel pump.

The use of many amps to work the starter to turn the engine to work the pump to fill the carburetors became tiresome, so for 8s 9d I bought myself a length of Bowden cable with a hand control at one end. Its origin had something to do with a Minimotor. The control end was fastened to the steering column (out of sight) and the business end, via a bracket on the pump itself, to the hand primer. Now about ten waggles of the control fill the carburetors and save a lot of amps.

Leeds, 6.

D. C. R.

SUPPRESSORS

Is Sparking Plug Voltage Affected?

[64627.]—Reluctance on the part of many motorists to fit even the simple resistor in the h.t. lead at the distributor is owing to a possible reduction in efficiency which would affect both performance and petrol consumption.

This fear is of a reduction in voltage at the sparking plugs. Many engines nowadays are designed to run on part throttle economy devices allied with high voltage coils and larger spark plug gaps than the normal. It is somewhat logical that any reduced h.t. voltage is bound to result in an increase in the highest single item in the motorist's annual budget.

If in fact a single resistor which eliminates TV interference does reduce the h.t. voltage, it would be interesting to know the amount of such loss.

A. H. SHEFFIELD.

Birmingham, 24.

"PRODUCT OF ENVIRONMENT"

Air Resistance and Aerodynamic Hot Air

[64628.]—I am most surprised that no one has pointed out to John Cooper the error in his article "Product of Environment" (The Autocar, November 28). He states that wind resistance (I suppose he means air resistance) increases as the cube of the speed; this, of course, should be as the square of the speed.

He goes on to talk of streamlining and drag. There is not one car yet that is properly streamlined. Take the Bristol 401, for instance, which is considered well streamlined by the car world. In my opinion, the wind tunnel pictures of it show that there is bad back-end breakaway at any reasonable speed. Also, there is no ducting behind the radiator and around the engine. The drag here must be high and yet no one seems to bother about it.

The Alfa-Romeo "Flying Saucer" is a bit of a dark horse at present, but even that has got two great bumps for the rear wings, when surely it would have been better to extend the front wings right back as on the Mercedes-Benz. But at least they have streamlined the underside in spite of the turbulence there anyway.

Has anyone ever considered the skin friction from the all-enveloping body, also the increase in frontal area? Frazer Nashes are probably better streamlined than most of these "aerodynamically correct" enveloping bodies.

The modern car is little better aerodynamically than vintage cars, which had no pretence at streamlining and still managed to go fast because they had no great fat lumps of tin over the wheels (modern "styling") or chromium "turbulators" over the front.

A. S.M.

London, S.W.16.

J. A. Cooper comments: "Momentary mental aberration—square it is, of course. But the force of the argument remains unaltered. Although the truly aerodynamic body remains as yet a theoretical ideal, the existing specimens are well worth while; this has been proved beyond question in comparative tests. Given equal power outputs, for instance, the Mille Miglia model Frazer Nash is capable of a higher maximum speed than the stark Le Mans Replica referred to by our correspondent."—ED.

"STOP!"

Lacking in Wheel Nuts and Gratitude

[64629.]—The Scribe's remarks about how to stop another car ("Disconnected Jottings," December 12) remind me of an instance that occurred many years ago. My companion and I were overtaken in our aged Austin Seven Chummy by two very large ladies in a bulb-nosed Morris Cowley and, after following them for a while, we noticed the right-side rear wheel was not only out of true but also, every now and then, performed an even more irregular wobble than usual.

It was obviously very loose, so we closed up a little and tooted on our not very adequate horn. This was taken as a challenge by the car in front and, judging by the immediate acceleration and irate eye visible in their mirror, the ladies determined "they shall not pass." The antics of the wheel were dreadful to behold and we redoubled our efforts with the result that only by throwing all caution to the winds were we eventually able to pass the Cowley flat out downhill. Bringing them gradually to a halt, I walked back to the now indignant ladies and found two out of three wheel nuts missing and the third almost off.

Upon informing the driver of this she drawled, "If you look in the dickey you will find a wheelbrace and a few spare nuts."

Birmingham, 28.

ALMOST A GENTLEMAN.



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The Sporting Year Reviewed

HIGHLIGHTS OF 1952 IN RACES, RALLIES AND TRIALS

TO look back at the end of any one year and review the events which have taken place during the season is always a fascinating pastime. Always, at the end of a year, there are certain events which have impressed themselves apparently indelibly on the mind; at the time they seem completely unforgettable, and yet it is strange how, after another season or two, they begin to fade from the memory. Therefore, it may be of value to survey the 1952 season in all its various aspects, and to record some of its most memorable incidents.

In this last year, the fortunes of the representatives of this country in international competition have fluctuated considerably. In sports car racing, we were defeated at Le Mans—where Jaguar had scored a notable success in 1951—and in that most difficult of all events for a foreigner to win, the Mille Miglia, while in the recent Mexican road race there was virtually no entry representative of this country. As far as the out-and-out Grand Prix races are concerned, almost all of them have been run under formula 2 regulations; it had been hoped that this tendency would enable British cars to compete on more level terms than with formula 1, but in actual fact this was hardly the case. Although the Cooper-Bristol and the Connaught have put up a brave show, and have not been outclassed to such an extent as our formula 1 representatives in recent years, yet every race of sufficient note to attract the premier Continental teams has been won by them without any doubt whatever. This has been unavoidable and is no reflection on the efforts of the British teams, which have done more than could justly be expected of them in the circumstances; economic conditions and the difficulties of supply and manufacture have forced them to utilize modifications of existing and unsuitable power units, which—although wonders have been done with them—have frankly been inadequate for the task in hand.

Formula 3 Supremacy

In formula 3 alone British cars have remained supreme. With the Cooper and Kieft cars, powered with Norton motor cycle engines, right at the top of their form, there has been no doubt about the outcome of any of the races run in both this country and abroad in which they have been represented. Nor is there any very marked sign of an increase in the potential opposition from abroad for the future; while this is, in a way, gratifying, it should, however, not be forgotten that without keen competition there is the risk of the international element dying out of this class altogether, which, in turn, would remove what little honour exists in victory under the present circumstances; the international element is the very breath of the best forms of motor racing.

In rallies, however, the picture is a very different and much more cheerful one. The most famous of all rallies, the Monte Carlo, resulted this year in a sweeping British success, first and second places going to Allard and Sunbeam-Talbot; this was the first time for twenty-one years that a British car had won this celebrated event. The Tulip Rally, which in the last few years has assumed an ever-increasing degree of prestige, once more went to a British car, in the shape of the Ford Consul driven by Ken Wharton, who scored his third personal victory in this event. The Liège-Rome-Liège, won by a Belgian-entered Jaguar in 1951, this year went to a Porsche (although a French-entered Jaguar took second place); but it was in the Alpine Trial that Britain once more shone to an exceptional degree. Ian Appleyard won his third successive Coupe des Alpes with his Jaguar XK120, and thus became the first driver to qualify for a gold replica of this distinctive trophy, while the similar car driven by the Netherlander M. Gatsoneides took second place in the event as a whole, and the team of three Sunbeam-Talbots not only all won Coupes des Alpes and filled the first three places in their class, but also carried off the coveted manufacturer's team prize.

Healthy Enthusiasm

The sport in this country has never been in such a healthy state of enthusiasm in the history of motoring competition. Every weekend has seen its quota of events, and the number of entries has kept to surprisingly high level, confounding the gloomy prophets. Race meetings and rallies have alike reached a high state of perfection; even the highly specialized form of reliability trial has maintained its place, although entries of late have shown a tendency to fall off. Certainly, there seems no reason for any pessimism whatever as to the future of national motoring sport.

In the field of record-breaking, although there has perhaps been slightly less activity, the achievements of Gardner's M.G. on the Bonneville Salt Flats and the Jaguar coupé at Monthéry have attracted world-wide attention. Unfortunately, the visit of the streamlined Cooper to Monthéry recently was unproductive, as the attempt had to be cancelled because of inclement weather; but there is little doubt that as soon as this attempt can be made there will be yet more British records to add to the international list.

So that was 1952; now for 1953! With only a reasonable degree of good fortune, next season for this country should be at least equal to that which has just finished; our own events will be better than ever, and if the efforts of our drivers and mechanics are anything to go by, we should acquit ourselves more than adequately in international competition.

J. A. C.

Results of Principal Races

Place	Car	Driver	Average Speed	Place	Car	Driver	Average Speed
March 9 : Tour of Sicily (671.1 miles)							
1	Ferrari	Marzotto	58.92 m.p.h.	1	H.W.M.	Macklin	85.41 m.p.h.
2	Lancia	Bonetto		2	H.W.M.	Rolt	85.21 m.p.h.
3	Lancia	Amendola		3	Maserati	de Graffenreid	84.91 m.p.h.
April 6 : G.P. of Valentino, Turin (156.6 miles, 60 laps of 2.61-mile circuit)							
1	Ferrari	Villoresi	74.02 m.p.h.	1	Ferrari	Taruffi	92.8 m.p.h.
2	Ferrari	Taruffi	1 lap behind	2	Ferrari	Fischer	
3	Ferrari	Fischer	2 laps behind	3	Gordini	Behra	
May 4 : Mille Miglia, Brescia course (971.869 miles)							
1	Ferrari	Bracco	79.91 m.p.h.	1	Ferrari	Taruffi	101.96 m.p.h.
2	Mercedes-Benz	Kling		2	Ferrari	Landi	
3	Lancia Aurelia	Fagioli		3	Talbot	Cabantous	
May 11 : Naples G.P., Posillipo circuit (152.3 miles, 2.87-mile circuit)							
1	Ferrari	Farina	64.02 m.p.h.	1	Ferrari	Rosier	
2	Ferrari	Taruffi	5 laps behind	2	Ferrari	Landi	
3	Ferrari	Comotti		3	Talbot	Cabantous	
May 10 : B.R.D.C. International Daily Express Trophy, Silverstone circuit (2 heats of 15 laps—43.9 miles each; final 35 laps, 162.5 miles)							
1	H.W.M.	Macklin		1	Ferrari	Taruffi	
2	H.W.M.	Rolt		2	Ferrari	Fischer	
3	Maserati	de Graffenreid		3	Gordini	Behra	
May 18 : Swiss G.P. Bremgarten circuit (280.5 miles, 62 laps of 4.524-mile circuit)							
1	Ferrari	Taruffi		1	Ferrari	Taruffi	
2	Ferrari	Fischer		2	Ferrari	Landi	
3	Gordini	Behra		3	Talbot	Cabantous	
June 1 : Albi G.P. (100.84 miles, 34 laps of 5.53-mile circuit)							
1	Ferrari	Rosier		1	Ferrari	Rosier	
2	Ferrari	Landi		2	Ferrari	Landi	
3	Talbot	Cabantous		3	Talbot	Cabantous	

**THE
SPORTING
YEAR
REVIEWED
continued**

J. M. Hawthorn's Cooper - Bristol in the rain at Boreham.



Place	Car	Driver	Average Speed
June 1 : G.P. des Frontières, Chimay circuit (150 miles, 22 laps of 6.176-mile circuit)			
1	H.W.M.	Frère	90.21 m.p.h.
2	Connaught	Downing	
3	Veritas	Masuy	2 laps behind
June 2 : Monaco G.P., Monaco circuit (195.4 miles, 100 laps of 1.954-mile circuit)			
1	Ferrari	Count Marzotto	58.20 m.p.h.
2	Ferrari	Castellotti	
3	Ferrari	Stagnoli	2 laps behind
June 8 : Monza G.P., Monza circuit (2 heats of 35 laps each, 3.913-mile circuit)			
1	Ferrari	Farina	
2	Ferrari	Simon	
3	Ferrari	Fischer	
June 14-15 : Le Mans 24-hour race, Circuit de la Sarthe (8.38-mile circuit)			
General classification on distance covered			
1	Mercedes-Benz	Lang : Ries	2,320.2 miles
2	Mercedes-Benz	Helfrich : Niedermayer	96.67 m.p.h.
3	Nash-Healey	Johnson : Wisdom	2,311.8 miles
Cup for performance on handicaps			
1	Panhard	Héramé : Dusous	1,295 index of performance
2	Mercedes-Benz	Lang : Ries	1,274 index of performance
3	Mercedes-Benz	Helfrich : Niedermayer	1,269 index of performance
Biennial Cup 1951-52 for performance on handicaps			
1	Panhard	Héramé : Dusous	1,295 index of performance
2	Nash-Healey	Johnson : Wisdom	1,178 index of performance
3	Porsche	Veuillet : Mouche	1,170 index of performance
June 22 : G.P. of Europe, Francorchamps circuit (315.9 miles, 36 laps of 8.77-mile circuit)			
1	Ferrari	Ascari	103.13 m.p.h.
2	Ferrari	Farina	
3	Gordini	Manzon	
June 29 : Targa Florio, Madonie circuit (358 miles, 8 laps of 44.7-mile circuit)			
1	Lancia	Bonetto	49.73 m.p.h.
2	Lancia	Valenzano	49.42 m.p.h.
3	Lancia	Anselmi	
July 6 : French G.P., Rouen les Essarts Circuit (See under Grands Prix de France)			
July 13 : Sables d'Olonne (See under Grands Prix de France)			
July 19 : British G.P., Silverstone circuit (248 miles, 85 laps of 2.927-mile circuit)			
1	Ferrari	Ascari	90.92 m.p.h.
2	Ferrari	Taruffi	
3	Cooper-Bristol	Hawthorn	

Place	Car	Driver	Average Speed
August 2 : West Essex C.C. Boreham race meeting (3-mile lap)			
1	Ferrari	Villoresi	82.83 m.p.h.
2	Ferrari	Landi	
3	Talbot	Etancelin	
Formula 2 (67 laps) :			
1	Cooper-Bristol	Hawthorn	82.21 m.p.h.
2	Cooper-Bristol	Brown	
3	E.R.A.	Moss	
August 3 : German G.P., Nürburgring (255.1 miles, 18 laps of 14.2-mile circuit)			
1	Ferrari	Ascari	82.15 m.p.h.
2	Ferrari	Farina	82.09 m.p.h.
3	Ferrari	Fischer	79.17 m.p.h.
August 17 : G.P. of the Netherlands, Zandvoort circuit (324.8 miles, 90 laps of 2.6-mile circuit)			
1	Ferrari	Ascari	81.14 m.p.h.
2	Ferrari	Farina	
3	Ferrari	Villoresi	
August 23 : Scottish Daily Express National Trophy, Turnberry circuit (20 laps of 1.76-mile circuit)			
1	B.R.M.	Parnell	79.50 m.p.h.
2	Maserati	Gaze	
3	E.R.A.	A. G. Whiteman	
September 7 : Italian G.P., Monza circuit (313.2 miles, 80 laps of 3.913-mile circuit)			
1	Ferrari	Ascari	81.02 m.p.h.
2	Maserati	Gonzalez	
3	Ferrari	Villoresi	
September 19 : Cadours race meeting (3 heats and final : 74.57 miles, 38 laps of 2.086-mile circuit)			
1	Ferrari	Rosier	72.80 m.p.h.
2	Gordini	Schell	
3	Maserati-Plasa	de Graffenreid	
September 23 : Bari G.P. (86.2 miles, 25 laps)			
1	Ferrari	Landi	77.19 m.p.h.
2	Ferrari	Cole	
3	Ferrari	Castellotti	
September 28 : Avus race meeting (139 miles, 25 laps)			
1	Ferrari	Fischer	81.54 m.p.h.
2	Veritas	Klenk	1 lap behind
3	Veritas	Ries	1 lap behind
October 11 : International race meeting, Charterhall circuit (80 miles, 40 laps of 2-mile circuit)			
1	E.R.A.	Glover	82.4 m.p.h.
2	B.R.M.	Wharton	
3	Ferrari	Rosier	

The French Grands Prix

Place	Car	Driver	Average speed
April 14 : Pau G.P. (duration 3 hours)			
1	Alfa Romeo	Ascari	169.83 miles
2	Ferrari	Rosier	56.61 m.p.h.
3	Simca	Behra	54.55 m.p.h.
April 27 : Marseilles G.P., Borsig circuit, 1.75-mile lap : 3 hours)			
1	Ferrari	Ascari	223.43 miles
2	Simca	Manzon	74.47 m.p.h.
3	Simca	Claes	211.95 miles

Place	Car	Driver	Average speed
May 25 : Paris G.P. (Montlhéry circuit : 3 hours)			
1	Ferrari	Taruffi	95.34 m.p.h.
2	Ferrari	Farina-Simon	
3	Ferrari	Rosier	
June 29 : Rheims G.P. (Rheims circuit : 5.52-mile lap : 3 hours)			
1	Gordini	Behra	316.8 miles
2	Ferrari	Farina	315.6 miles
3	Ferrari	Ascari and Villoresi	1 lap behind

Place	Car	Driver	Average speed	Place	Car	Driver	Average speed	
July 6 : French G.P. (Rouen les Essarts Circuit, 3.17-mile lap : 3 hours)								
1	Ferrari	Ascarì	240.4 miles	80.12 m.p.h.	1	Ferrari	Ascarì	258.7 miles
2	Ferrari	Farina	239.4 miles	80.12 m.p.h.	2	Ferrari	Farina	256.6 miles
3	Ferrari	...	...	...	3	Gordini	...	242.9 miles
July 13 : Sables d'Olonne G.P. (3 hours)								
1	Ferrari	Ascarì	258.7 miles	86.24 m.p.h.	1	Ferrari	Ascarì	230.7 miles
2	Ferrari	Farina	256.6 miles	86.24 m.p.h.	2	Ferrari	Villorosi	225.7 miles
3	Gordini	Breha	242.9 miles	86.24 m.p.h.	3	Ferrari	Rosier	222.2 miles

Principal B.A.R.C. Goodwood Meetings

Place	Car	c.c.	Driver	Time	Speed	Place	Car	c.c.	Driver	Time	Speed
April 14 : Richmond Trophy (28.8 miles)											
1	Ferrari	...	4,493 Gonzales	...	86.23 m.p.h.	1	Aston Martin	...	2,580 Collins and Griffith	...	75.4 m.p.h.
2	Cooper-Norton	...	1,751 Hawthorn	...	80.12 m.p.h.	2	Ferrari	...	2,715 Cole and A. G. Whitehead	281	74.0 m.p.h.
3	Talbot	...	465 D. H. Rosen	...	80.12 m.p.h.	3	Ferrari	...	2,715 Edward and Salvadori	278	74.09 m.p.h.
June 2 : Formula Libre (34 miles)											
1	Cooper-Bristol	1,971	Hawthorn	25m 22.3s	85.13 m.p.h.	1	B.R.M.	...	1,487 s Gonzales	24m 30.6s	88.13 m.p.h.
2	E.R.A.	...	1,980 s F. R. Gerard	25m 24.8s	85.13 m.p.h.	2	B.R.M.	...	1,487 s Parnell	24m 38.4s	85.13 m.p.h.
3	Alfa Romeo	3,800 s Poore	...	26m 19s	85.13 m.p.h.	3	B.R.M.	...	1,487 s Wharton	24m 48.8s	85.13 m.p.h.

Principal Formula 3 Races

Place	Car	Driver	Average Speed	Place	Car	Driver	Average Speed
April 14 : Earl of March Trophy, Goodwood (14.4 miles, 6 laps of 2.4-mile circuit)							
1	Kieft-Norton	Moss	78.07 m.p.h.	1	Cooper-Norton	Wicks	75.16 m.p.h.
2	Cooper-Norton	Brown	78.07 m.p.h.	2	Cooper-Norton	Wicks	75.16 m.p.h.
3	Cooper-Norton	Coombs	78.07 m.p.h.	3	Cooper-Norton	...	75.16 m.p.h.
May 18 : B.R.D.C. Silverstone meeting (43.9 miles, 18 laps of 2.927-mile circuit)							
1	Cooper-Norton	Lewis-Evans	72.40 m.p.h.	1	Cooper-Norton	Coombs	70.23 m.p.h.
2	Cooper-Norton	...	72.40 m.p.h.	2	Cooper-Norton	Ferard	70.23 m.p.h.
3	Kieft-Norton	Moore	72.40 m.p.h.	3	Cooper-Norton	Truman	71.03 m.p.h.
May 21 : Brussels race, Bois de la Cambre circuit (40.33 miles final, 25 laps of 1.6-mile circuit)							
1	Cooper-Norton	Carter	75.83 m.p.h.	1	Cooper-Norton	McGlashan	72.94 m.p.h.
2	Cooper-Norton	Brown	75.83 m.p.h.	2	Cooper-Norton	Moss	72.94 m.p.h.
3	Cooper-Norton	Leson	75.83 m.p.h.	3	Cooper-Norton	...	72.94 m.p.h.
May 18 : Dijon-Gueugnon race (33.1 miles, 30 laps of 1.34-mile circuit)							
1	Kieft-Norton	Loens	50.92 m.p.h.	1	Cooper-Norton	...	79.70 m.p.h.
2	D.B. Panhard	Bayol	50.92 m.p.h.	2	Kieft-Norton	...	79.70 m.p.h.
3	Cooper-Norton	Rippon	50.92 m.p.h.	3	Cooper-Norton	...	79.70 m.p.h.
May 23 : Luxembourg G.P. (57.6 miles final, 25 laps of 2.339-mile circuit)							
1	Cooper-Norton	Leson	76.61 m.p.h.	1	Cooper-Norton	...	72.94 m.p.h.
2	Cooper-Norton	...	76.61 m.p.h.	2	Cooper-Norton	...	72.94 m.p.h.
3	Cooper-Norton	...	76.61 m.p.h.	3	Cooper-Norton	...	72.94 m.p.h.
May 24 : Eifelrennen, Nurburgring (79.85 miles, 5 laps of 14.17-mile circuit)							
1	Cooper-Norton	Brandon	72.00 m.p.h.	1	Cooper-Norton	...	72.94 m.p.h.
2	Kieft-Norton	Loens	72.00 m.p.h.	2	Cooper-Norton	...	72.94 m.p.h.
3	Cooper-Norton	...	72.00 m.p.h.	3	Cooper-Norton	...	72.94 m.p.h.
May 31 : Chimay race (34 miles, 8 laps or 6.74-mile circuit)							
1	Cooper-Norton	...	79.21 m.p.h.	1	Cooper-Norton	...	72.94 m.p.h.
2	Cooper-Norton	...	79.21 m.p.h.	2	Cooper-Norton	...	72.94 m.p.h.
3	Cooper-Norton	...	79.21 m.p.h.	3	Cooper-Norton	...	72.94 m.p.h.
May 31 : Snetterton race (81-mile final, 30 laps of 2.7-mile circuit)							
1	Kieft-Norton	Parker	60.08 m.p.h.	1	Cooper-Norton	...	72.94 m.p.h.
2	Kieft-Norton	Webb	60.08 m.p.h.	2	Cooper-Norton	...	72.94 m.p.h.
3	Emerson-Norton	Emery	60.08 m.p.h.	3	Cooper-Norton	...	72.94 m.p.h.
June 1 : 500 International Trophy, Goodwood (36 miles, 15 laps of 3.4-mile circuit)							
1	Cooper-Norton	Gerard	77.98 m.p.h.	1	Alfa Romeo	Poore	45.43
2	Cooper-Norton	Wicks	77.98 m.p.h.	2	Cooper-J.A.P.	Christie	46.69
3	Kieft-Norton	...	77.98 m.p.h.	3	Cooper-Norton	Edson	47.04
June 8 : Orleans race							
1	Cooper-Norton	...	...	1	Cooper	Wharton	34.50
2	Cooper-Norton	...	...	2	Alfa Romeo	Poore	34.65
3	Cooper-Norton	...	...	3	E.R.A.	Wharton	35.01
June 15 : Picardie G.P., Amiens circuit (44.68-mile final, 25 laps of 1.86-mile circuit)							
1	Cooper-Norton	Carter	66.78 m.p.h.	1	Cooper	Wharton	54.23
2	Beiss-J.A.P.	Richardson	66.78 m.p.h.	2	L.G. Spl.	Le Gallais	56.2
3	Kieft-Norton	Loens	66.78 m.p.h.	3	Alfa Romeo	Poore	58.6
July 13 : Parcours race (25 miles final, 10 laps of 2.5-mile circuit)							
1	Cooper-Norton	...	...	1	Cooper-Norton	...	45.27
2	Cooper-Norton	...	...	2	Kieft-Norton	Moss	48.24
3	Cooper-Norton	...	...	3	Cooper	Leigh	48.28
July 14 : Rouen race, Rouen les Essarts Circuit (95.1 miles 30 laps of 3.17-mile circuit)							
1	Cooper-Norton	Cooper	67.77 m.p.h.	1	Cooper	Wharton	45.43
2	D.B. Panhard	Bonnet	67.77 m.p.h.	2	L.G. Spl.	...	46.69
3	D.B. Panhard	Van Hauw	67.77 m.p.h.	3	Alfa Romeo	...	47.04
July 14 : B.A.R.C. race, Silverstone (43.9 miles, 18 laps of 2.927-mile circuit)							
1	Kieft-Norton	Moss	82.50 m.p.h.	1	Cooper	...	34.50
2	Beiss-J.A.P.	Beiss	82.50 m.p.h.	2	Alfa Romeo	...	34.65
3	M.H.S.	Hawthorn	82.50 m.p.h.	3	E.R.A.	...	35.01
July 14 : Rouen race, Rouen les Essarts Circuit (95.1 miles 30 laps of 3.17-mile circuit)							
1	Cooper-Norton	...	...	1	Cooper	...	54.23
2	Cooper-Norton	...	...	2	L.G. Spl.	...	56.14
3	Cooper-Norton	...	...	3	Alfa Romeo	...	56.21
July 20 : Namur G.P. (37.5 miles, 25 laps of 1.5-mile circuit)							
1	Cooper-J.A.P.	Thomas	47.03 m.p.h.	1	Cooper	...	45.27
2	Beiss-J.A.P.	...	47.03 m.p.h.	2	Alfa Romeo	...	48.24
3	Cooper-J.A.P.	Swilens	47.03 m.p.h.	3	Cooper	...	48.28
July 24 : 500 Championship of Wales, Fairwood circuit (81.3-mile final, 30 laps of 1.71-mile circuit)							
1	Cooper-Norton	Wicks	73.9 m.p.h.	1	Cooper	...	48.28
2	Cooper-Norton	Coombs	73.9 m.p.h.	2	L.G. Spl.	...	52.6
3	Kieft-Norton	...	73.9 m.p.h.	3	Alfa Romeo	...	54.4
August 3 : Borsig meeting (30 miles, 10 laps of 3-mile circuit)							
1	Cooper-Norton	Brown	83.86 m.p.h.	1	Cooper-Norton	...	36.97
2	Kieft-Norton	Parker	83.86 m.p.h.	2	Cooper-Norton	...	37.27
3	Cooper-Norton	Hoss	83.86 m.p.h.	3	Cooper	...	38.08
August 4 : Daily Telegraph International Trophy, Brands Hatch (30 miles final, 30 laps of 1-mile circuit)							
1	Kieft-Norton	Parker	67.92 m.p.h.	1	Cooper	...	43.70
2	Erskine Starides-Norton	Loens	67.92 m.p.h.	2	Cooper	...	43.84
3	Cooper-Norton	Wicks	67.92 m.p.h.	3	E.R.A.	...	44.47

CHIEF BRITISH HILL-CLIMBS

Place	Car	Driver	Time
May 18 : Prescott			
1	Alfa Romeo	Poore	45.43
2	Cooper-J.A.P.	Christie	46.69
3	Cooper-Norton	Edson	47.04
June 29 : Be'nes			
1	Cooper	Wharton	34.50
2	Alfa Romeo	Poore	34.65
3	E.R.A.	Wharton	35.01
July 3 : Rest-and-be-Thateful			
1	Cooper	Wharton	54.23
2	E.R.A.	Wharton	56.14
3	Alfa Romeo	Poore	56.21
July 24 : Bouley Bay			
1	Cooper	Wharton	55.4
2	L.G. Spl.	Le Gallais	56.2
3	Alfa Romeo	Poore	58.6
July 30 : Snetterton (500 c.c. 10 cars)			
1	Cooper-Norton	Lesson	45.27
2	Kieft-Norton	Moss	48.24
3	Cooper	Leigh	48.28
August 9 : Craigantlet			
1	Cooper	Wharton	48.28
2	Fairfax	Baird	52.6
3	Allard	Titterington	54.4
August 26 : Shelsley Walsh			
1	Cooper	Wharton	36.97
2	Cooper	Wharton	37.27
3	Cooper	Christie	38.08
September 14 : Prescott			
1	Cooper	Wharton	43.70
2	Cooper	Christie	43.84
3	E.R.A.	Wharton	44.47
September 6 : International Brighton Speed Trials.			
1	Triang Flying Saucer	Lloyd-Jones	23.91
2	Cooper-E.R.A.	Walker	24.21
3	Alfa Spl. S	Norris	26.58

SPEED TRIALS

The Major Rallies



January 22-29 : Monte Carlo Rally
 1 Allard Allard : Warburton 130 marks lost
 2 Sunbeam-Talbot Moss : Scannell 134 marks lost
 3 Simca Sport Angelvin : Mme. Angelvin 139 marks lost

March 31 to April 5 : R.A.C. Rally of Great Britain
 Daily Telegraph Trophy (best performance, open car) : Allard (Imhof : Mrs. Barbara Frayling), 183.8 marks lost
 Daily Telegraph Trophy (best performance, closed car) : Jowett (Bequart) 222.6.

Closed cars, over 2,500 c.c. : Ford (White) : 240.4.
 April 20-26 : **Tulip Rally**
 1 Ford Wharton : Langelaan 38 bonus marks
 2 Jaguar Appleyard : Mrs. Appleyard 36 bonus marks
 3 M.G. Van der Loef : Odink 36 bonus marks

May 14-18 : Morecambe Rally
 Best performance by standard production car : Morgan Plus Four (K. Bancroft).

July 11-17 : Alpine Rally
 Coupes des Alpes winners : Panhard (Fabre), Renault (Picon), Renault (de Regibus), B.M.W. (Falkenhausen), Lancia (Gatta), Sunbeam-Talbot (Moss), Sunbeam-Talbot (Murray Frame), Sunbeam-Talbot (Hawthorn), Jaguar (Gastonides), Jaguar (Appleyard).

Class winners : Over 3,000 c.c. : Jaguar (Gastonides), 3,000 c.c. : Sunbeam-Talbot (Murray Frame), 2,000 c.c. : B.M.W. (Falkenhausen), 1,500 c.c. : Porsche (Nathan), 750 c.c. : Renault (De Regibus).

Team prize : Sunbeam-Talbot (Murray Frame, Moss, Hawthorn).

August 13-18 : Liège-Rome-Liège Rally
 1 Porsche Polensky 909 marks lost
 2 Jaguar Laroche 1,342 marks lost
 3 Porsche Strasse 2,265 marks lost

September 9-16 : Tour de France
 1 Panhard Gignoux
 2 Ferrari Pagnbon
 3 Renault Redele
 4 M.G.

September 19-20 : London Rally
 Wick Challenge Trophy (best performance) : Morgan (Ray : Dixon), 0 marks lost.

Nor'wester Challenge Trophy (best opposite class) : Vauxhall (Stark : Ambrose), 0.

Committee Trophy (runner-up, winning class) : Jaguar (Appleyard : Wilson), 0.

November 12-15 : M.C.C. Daily Express National Motor Rally, Brighton
 1 Dellow Dr. Hardman : Mrs. Hardman 4.76 marks lost
 2 Vanguard Spl Rawlings : Tracey 4.80 marks lost
 3 Morgan Goodall : Hall 4.92 marks lost

An incident in the Tulip Rally organized by the Netherlands A.C. ; large crowds watch a Dutch competitor, W. Oosten, taking his Riley Imp through St. Marie-aux-Mines.

Lt. Col. N. P. Burrows' Healey saloon carries out a reversing manoeuvre on Brighton's Madeira Drive, during the M.C.C. Daily Express Rally.



THE SPORTING YEAR REVIEWED continued



A scene at Monthéry during the record-breaking Juguar run, as the car is signalled to come in to refuel. Only bad luck, in the shape of a broken spring, prevented still more of the figures established from being officially recognized as records.

Records

FIGURES ESTABLISHED AND RATIFIED DURING THE YEAR

Record	Speed m.p.h.	Car	Driver	Where and When Taken	Record	Speed m.p.h.	Car	Driver	Where and When Taken
Gas Turbines, Class A (vehicles of a weight greater than 1,000 kg.)									
1 K (f)	151.9	Rover	C. S. King	Jabbeke motor road, June	25,000 K	73.08	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
1 M (f)	151.2	Rover	C. S. King	Jabbeke motor road, June	30,000 K	72.77	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
1 K (s)	82.4	Rover	C. S. King	Jabbeke motor road, June	35,000 K	72.44	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
1 M (s)	95.7	Rover	C. S. King	Jabbeke motor road, June	40,000 K	72.54	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
INTERNATIONAL CLASS RECORDS									
Class C—3,001-5,000 c.c.									
1 K (I)	226.9	Mercury	George Hill	Bonneville, Sept.	50,000 K	72.87	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
1 M (I)	229.9	Mercury	George Hill	Bonneville, Sept.	10,000 M	73.39	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
10,000 K	107.31	Jaguar	Johnson, Moss, Hadley, Fairman	Monthéry, Aug.	15,000 M	73.07	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
15,000 K	101.95*	Jaguar	Johnson, Moss, Hadley, Fairman	Monthéry, Aug.	20,000 M	72.99	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
10,000 M	100.65*	Jaguar	Johnson, Moss, Hadley, Fairman	Monthéry, Aug.	25,000 M	72.57	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
3 days	105.55*	Jaguar	Johnson, Moss, Hadley, Fairman	Monthéry, Aug.	30,000 M	72.82	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.
4 days	101.17*	Jaguar	Johnson, Moss, Hadley, Fairman	Monthéry, Aug.	5 days to 18 days, inclusive : at speeds between 73.52 and 73.39 m.p.h. (Gauthier and team), Monthéry, August-September.				
Class E—1,591 to 2,000 c.c.									
50 K	143.23	M.G.	A. T. G. Gardner	Bonneville, Aug.	200 K	112.94	D.B.	R. Bonnet, Ch. Deutsch	Monthéry, Aug.
50 M	147.40	M.G.	A. T. G. Gardner	Bonneville, Aug.	200 M	106.98	D.B.	R. Bonnet, Ch. Deutsch	Monthéry, Aug.
100 K	148.72	M.G.	A. T. G. Gardner	Bonneville, Aug.	500 K	103.45	Renault	Landon, Vernet, Peltier, Franchot	Monthéry, Oct.
10,000 K	81.18	Ford Spl	Trillaud and team	Monthéry, July	1,000 K	103.24	Renault	Landon and team	Monthéry, Oct.
3 days	80.98	Ford Spl	Trillaud and team	Monthéry, July	2,000 K	103.20	Renault	Landon and team	Monthéry, Oct.
Class F—1,101 to 1,500 c.c.									
5 M (f)	189.5	M.G.	A. T. G. Gardner	Bonneville, Aug.	500 M	102.79	Renault	Landon and team	Monthéry, Oct.
50 K (f)	182.8	M.G.	A. T. G. Gardner	Bonneville, Aug.	1,000 M	103.27	Renault	Landon and team	Monthéry, Oct.
50 K	133.20	Borgward	A. Brüderle, H. Hartmann	Monthéry, Oct.	3 hours	103.44	Renault	Landon and team	Monthéry, Oct.
100 K	132.80	Borgward	A. Brüderle, H. Hartmann	Monthéry, Oct.	6 hours	103.23	Renault	Landon and team	Monthéry, Oct.
500 M	120.18	Borgward	A. Brüderle, H. Hartmann	Monthéry, Oct.	12 hours	103.22	Renault	Landon and team	Monthéry, Oct.
50 M	133.39	Borgward	A. Brüderle, H. Hartmann	Monthéry, Oct.	Class H—501 to 750 c.c.				
200 M	126.46	Borgward	A. Brüderle, H. Hartmann	Monthéry, Oct.	100 K	101.65	D.B.	R. Bonnet	Monthéry, Sept.
15,000 K	73.38	Simca Aronde	Gauthier, Quinlin, R. Turcet, M. Turcet, Duhau, Tousaint, M. Fuzi, Dalem, Bergerac	Monthéry, Aug.-Sept.	200 K	101.59	D.B.	R. Bonnet	Monthéry, Sept.
20,000 K	73.17	Simca Aronde	Gauthier and team	Monthéry, Aug.-Sept.	500 K	99.19	D.B.	R. Bonnet	Monthéry, Sept.
Class I—351 to 500 c.c.									
500 K	101.35	D.B.	R. Bonnet	Monthéry, Sept.	1,000 M	101.32	D.B.	R. Bonnet	Monthéry, Sept.
1,000 M	101.23	D.B.	R. Bonnet	Monthéry, Sept.	200 M	101.47	D.B.	R. Bonnet	Monthéry, Sept.
200 M	101.29	D.B.	R. Bonnet	Monthéry, Sept.	1 hour	101.29	D.B.	R. Bonnet	Monthéry, Sept.
	99.10	D.B.	R. Bonnet		3 hours	101.29	D.B.	R. Bonnet	Monthéry, Sept.

* World's Record.



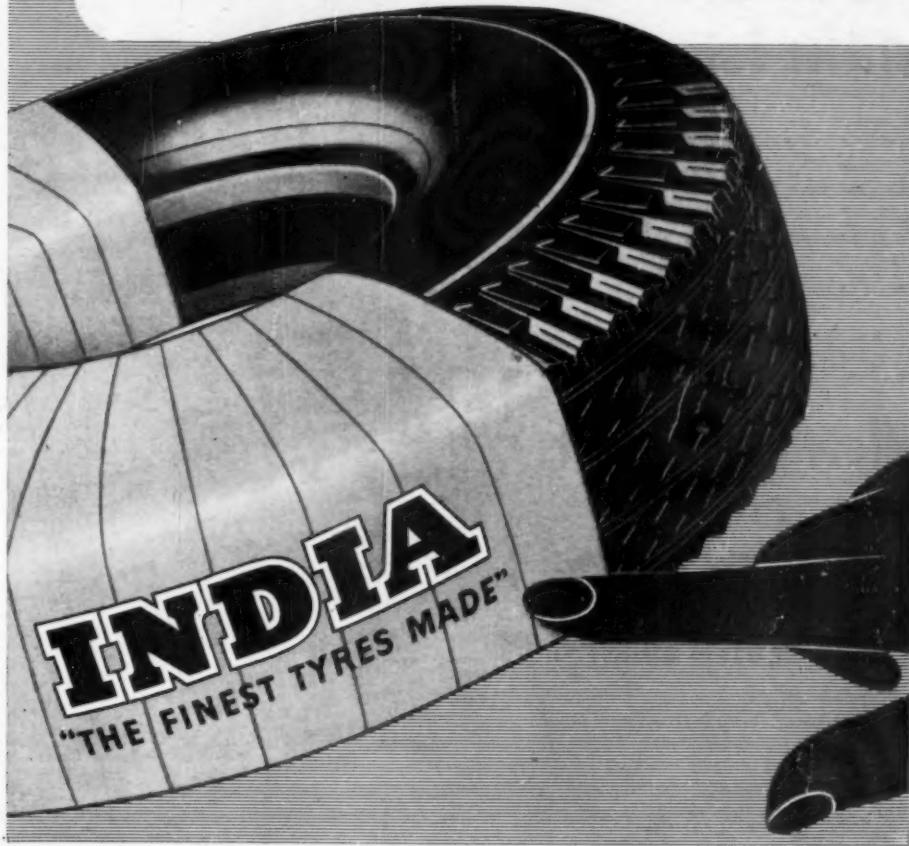
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1st	Monte Carlo Rally. Allard.
1st	R.A.C. Rally of Gt. Britain (Open Class). Allard.
1st	Rallye du Soleil. Frazer-Nash.
1st	Richmond Trophy. Thin Wall Ferrari.
1st	Tulip Rally (Over 3 litre Class). Jaguar.
1st	Brussels Grand Prix 500 cc Race. Cooper.
1st	Prix de Berne. Mercedes.
1st	British Empire Trophy. Lester-M.G.
1st	Grand Prix Des Frontieres (Formula 3). Cooper.
1st	Ulster Trophy. Thin Wall Ferrari.
1st	Le Mans Mercedes (& Index of Performance.) Dyna-Panhard.
1st	Grand Prix de France. Gordini.
1st	Jersey International Road Race. Jaguar.
1st	Leinster 200. Allard.
1st	Silverstone July 19. (Formula Libre). Thin Wall Ferrari.
1st	Goodwood 9-hour Race. Over 3 litre class and 1500 cc class—Jaguar and Lester-M.G.
1st	Woodcote Cup. B.R.M.
1st	Goodwood Trophy. B.R.M.
1st	Pan-American Race. Mercedes-Benz.

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THE SPORT

by

J. A. COOPER

Flashback to Monza — Ascari leads from Villoresi in the Italian G.P., both in Ferraris. They will both be in action again soon, in the Argentine G.P. on January 18.

STANDING back for a moment, and taking a look at the overall picture of motor sport as it stands at the end of the year, one perceives certain definite conclusions which can be drawn without further ado. The popularity of the sport, in almost every part of the world, has never been so high as at present. Even in the rarefied field of Grand Prix racing, more manufacturers are actively interested than for many years; this does not mean, however, that there will be any large increase in the number of competing teams in 1953, for many of them are wisely waiting for the new formula to come into force in the following year.

Sports car racing, and to some extent the international rallies, are developing to the state where they are of almost equal importance with the full-scale Grand Prix. This tendency is forcing manufacturers to spend more time and money on development of suitable cars, rather than merely entering their current models; I consider this fact, deplored in some quarters, an excellent thing, as it stimulates the progress of design as a whole. Although some of the features of the sports-racing car may never become part of the production designs, yet many of them will, and the sooner the better. Moreover, the very good reason why some of them don't is because they fail under the stress of high speed competition.



The amateur driver is often heard to complain of the increasing interest taken in competition by this or that manufacturer, on the grounds that it leaves him, with his more standard car, less chance of winning a major event. This may be true, but it is a short-sighted viewpoint, nevertheless. The more interested the manufacturers, the more assistance they will give to the

private entrant and the more suitable their cars will become for the purpose. And, if an amateur should bring off a victory in a big race, the more credit and honour he will receive for his victory!

In any case, the immense growth in the number of smaller meetings, of club status, gives the ordinary competitor plenty of scope for his season's pleasure and even more opportunity of a number of victories. Moreover, this should encourage, rather than the reverse, the proper training of drivers, in that while it is virtually impossible (and certainly extremely costly) to enter and drive in the same events as Fangio and Ascari, the amateur driver is less likely than has sometimes been the case in years past to try to run before he can walk, and to start off with a car which is very much in the category of being "too fast for owner."



There is, however, still the grave danger of too many events being organized in too short a time, so that they all suffer to a greater or lesser extent from shortage of entries and spectators and too great a percentage of non-starters. The 1953 national calendar looks like being even more crowded than that of 1952; I would like once more to appeal to more clubs to combine forces in running fewer meetings, as the Eight Clubs Association has done with such signal success. I am afraid that in many cases it is only personal vanity and the fear of being pushed into the background which prevent this idea from becoming the rule rather than the exception.

Anyway, in whatever sphere your own activities will lie during the coming season — driver, mechanic, marshal, scrutineer, timekeeper, clerk of the course or plain spectator — do have a good year, look after yourselves and don't do anything silly. And the very best of luck!

THE R.A.C. has now issued the new regulations concerning the tyres to be used in the 1953 Trials Championship and its qualifying events. It is hoped, in the interests of standardization, that promoters of other events will also decide to adopt these regulations; alternatively, of course, they may decide to continue with the regulations now current, as published by the R.A.C. in July, 1949.

In the new regulations, the tyre sections permissible on specials will be restricted on cars under 2,500 c.c. to 5.00in, and on cars over that capacity to 7.00in. The engine and chassis, and not the body, are the determining factor in whether or not the car is classified as a special; with standard production cars (of which at least fifty chassis have been produced, or for which manufacturing provision has been made to the satisfaction of the R.A.C.) no restriction on tyre size will be made within the range of tyres recommended by the tyre manufacturers for the standard rim and wheel fitted to the car as sold. For the Delbow, to take an example, the R.A.C. has ruled that the maximum permissible tyre section is 5.50in.

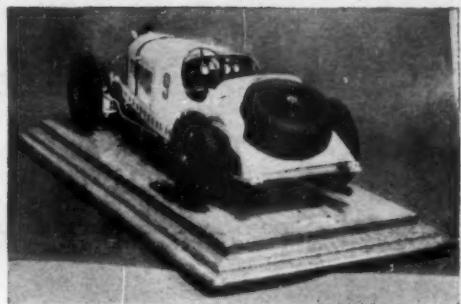
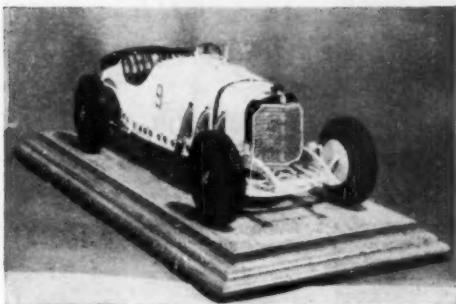
All tyres, whether fitted to specials or standard cars, must be on the approved list, and modification of the manufacturer's tread pattern will not be permitted. To date the following tyres have been approved: *Henley Car Tread, Michelin Zigzag and Stop, B.T.R. Gilt-Edged, Dominion de Luxe, Avon HM, John Bull Heavy, Davies Passenger, Firestone de Luxe, Safety Lock, Super Balloon, Pirelli Airflex, Goodyear de Luxe All-Weather, de Luxe Rib, Eagle All-Weather, Super Cushion Rib, Super Cushion All-Weather, Dunlop B5, Cushion, Fort B5, Fort C-type, North British Airglide.*



As far as retreads and remoulds are concerned, any tyre restored by the manufacturers to the tread patterns listed above is obviously eligible. In addition, the following have been approved: *W. T. Matthews, Bremford, Standard or Pyramid, Reflex Tyre and Rubber Co., Maidenhead, Standard.* Other manufacturers are being urged to submit samples for consideration, and it is hoped to issue an additional list in the near future.

THE SPORT

continued



The model (referred to below) of the 38-250 Mercedes-Benz in which Caracciola won the 1931 German Grand Prix.

IN the U.S.A., the 12-hour international Grand Prix of Endurance will be run at Sebring, Florida, on March 8, 1953. This event has received an official A.A.A. permit, and duly appears in the international calendar; it is hoped that a number of entries will be received from this side of the Atlantic. Entries (at single fee) close on January 31, and at double fees on February 15. There will be awards for the first three in the straightforward G.P., according to distance covered; for the first three on handicap, this being based on a coefficient of performance worked out by a formula rather on the lines of that used at Le Mans; and for the first two in each capacity class. The classes used are the standard internationals, and a supercharged car is deemed to have doubled its capacity.

Full details, regulations and entry forms may be obtained from the race secretary, Reginald S. Smith, P.O. Box 502, West Hyattsville Station, Hyattsville, Maryland, U.S.A.



ONE week before the Sebring race, the S.C.C.A. will hold a Six-Hour Airport Race at McDill Airfield, Tampa, Florida. It seems a great pity that, as happened last year, there should be such a short interval between an S.C.C.A. race and the Sebring affair, for this is bound

to affect the prospects of both events; but there it is. The Sebring race carries an international permit, the McDill one does not; the latter, however, will no doubt receive a great deal of support from S.C.C.A. members. Incidentally, the S.C.C.A. also will use the standard international capacity classes for 1953, which is a sensible move.



LAST week Wilfrid Andrews, the Chairman of the R.A.C. announced that the 1953 R.A.C. Rally of Great Britain would be known as the Coronation Rally; it is scheduled to take place from March 23 to 28. As already noted in this column, it will form one of the qualifying events for the new international Rally Championship, so there is every hope that the entry list will be more truly international than it has been previously.



THE Maserati concern is preparing a team of entirely new formula 2 cars for the 1953 season; these will use the engine which made its appearance this year, which is a twin-o.h.c. six-cylinder delivering 175-180 b.h.p. at 7,300 r.p.m. The chassis is new, and the dry weight of the complete car is alleged to be under 11½ cwt.

Another rumour from Italy, this time concerning Alfa Romeo; this famous firm is reputed to have designed and almost built a supercharged 750 c.c. engined car for the new 1954 formula 1. Further details are shrouded in mystery; but I will go on record now as saying that my money is on the unsupercharged 2½ litres as far as that formula is concerned. Any takers?



IT is hardly necessary to say that the Hagley and District L.C.C. annual dance at Dudley Zoo on December 12 went with a swing. There was a bumper attendance in spite of appalling weather conditions, which may have been the reason for the conversation centring largely on the Monte. It was good to see Master of Hounds Ken Rawlings in dancing trim again, as a year ago he was wearing a red light on his leg, which had been damaged in a bad crash.

THE photographs at the head of this page show the beautiful model (to a scale of one inch to a foot) of the 38-250 SSKL Mercedes-Benz which has just been completed by Harold Pratley, who specializes in such models. This model is one of a series commissioned by the American Cadillac-Allard driver, A. E. Goldschmidt. Some of the others in the series are: a 3.3-litre G.P. Bugatti, the original Le Mans 4½-litre Bentley, "Old Mother Gum," the 1952 Le Mans-winning 300SL Mercedes-Benz and the 1951 ditto XK120C Jaguar. This will be quite a collection!

OWING to the accelerated press schedules necessitated by the Christmas holidays, the report of the R.A.C. Trials Championship is unavoidably held over until the next issue of *The Autocar*.

CLUB NEWS

Shenstone and District C.C.—All the hills in the Chase Trophy Trial (December 14) were in good, if difficult, condition. A timed climb, punctuated halfway by a water-splash, defeated the whole entry. With a surface gradient that becomes increasingly awkward towards the top, this section is a stiff test of trials driving skill, and it is doubtful if it will ever be climbed by many cars. Best here were T. Wood (Dellow) and F. Harrison (F.H.III). The grass-covered sections were very slippery, and another of these steep gradients was conquered only by J. Deely, in the Cranford, and Ken Rawlings' Vanguard. A deep gulley with loose gravel for about 50 yards, from which the route then climbed over the lip of the gulley and up a second sandy track, allowed five to reach its summit—W. Wykes (Dellow), J. Jenkins (Morris), J. Deely (Cranford), B. Gamble (Dellow) and Ken Rawlings. Provisional results: **Chase Trophy**: Cranford (J. Deely), 9; Morris (J. Jenkins) 1st; opposite class: H.R.G. (G. A. Lewis) 79. **First-class awards**: F.H.III (F. H. Harrison), 16; Dellow (R. B. Lowe), 21; Dellow (B. J. Bodenham), 22. **Second-class awards**: Dellow (W. Wykes) Dellow (E. J. P. Reynolds), Morris (J. Jenkins).

Maidstone and Mid-Kent M.C.—Although the Brian Lewis and Fred Grant Trophy trial (December 14) was a members-only event, organized by the busi, finding new sections in which to harass the entry. The course started from Maidstone, Kent, and the first section, which stopped everyone but Rex Chappell (Cotton III) and Percy Barden (Cotton IV), prepared entrants for the difficulties to follow. Another hazard making

COMING SHORTLY

DECEMBER 26.—M.G. C.C. (S.W. Centre). Cecil Kimber Trophy Trial, Mile 3 Roadhouse, near Bristol, Gloucestershire, 12 noon.

JANUARY 1953

- 1.—Epping Forest M.A. Film show, St. Mary's Hall, High Road, Loughton, Essex, 7.30 p.m.
- 2.—M.C.C. Exeter Trial, starting Stratford-on-Avon, Luton; and near London, 10.30 a.m.
- 3.—Herts County A. and A.C. Party and dance, Kings Arms Hotel, Berkhamsted, 7.30 p.m.
- 3.—Vintage S.C.C. Measham Rally, Sandford Hotel, Church Stretton, Shropshire, 10.30 a.m.
- 4.—Cheltenham M.C. Winter Car Trial, Draper's Farm, Mill Lane, Cheltenham, 1.30 p.m.
- 7.—N. London Enthusiasts C.C. Annual dinner-dance, Hendon Hall Hotel, Hendon, London, N.W.4.
- 8.—Sunday Dinner and dance, Town Hall, Sutton Coldfield, Warwickshire, 7.30 for 8 p.m.

its début, the second hill, looked very formidable. Rex Chappell attacked it with just a fraction too much urge at the start, failed, and lost four vital marks. After lunch, Boxley Warren I, soaked with the night's rain, refused to let anyone to the top. Lastly, the Little Horror lived up to its name, although here five clear runs were made. **Brian Lewis Trophy:** Cotton IV (P. A. Barden). **Fred Grant Trophy:** Cotton III (R. F. Chappell). **First-class award:** Cotton II (A. E. Rumfitt). **Second-class award:** Alpine Spl (S. E. Seely). **Team award:** R. F. Chappell, A. E. Rumfitt.

Herts County A. and A.C.—A party and dance, including buffet supper, will be held at the King's Arms Hotel, Berkhamsted, Hertfordshire, from 7.30 p.m. to midnight on January 3, 1953. (Tickets 10s each; D. T. Russell, 18, Queen's Road, Watford, Hertfordshire.)

West Essex C.C.—A tremendous gathering of members and friends attended the annual prizegiving held recently, when the Hon. Mrs. Gerald Lascelles presented the awards. After the presentation to members, the Hon. Gerald Lascelles, president of the club, presented the President's Trophy to the vice-president, T. H. Anderson. This award is the actual steering wheel from the winning Le Mans XK120C, which has been beautifully mounted on a stand; it will be competed for annually, for the best aggregate performance throughout the year by a driver of a sports car.

Cheltenham M.C.—The Winter Car Trial on January 4 is a closed event with a 30-mile sporting course, which includes observed hills and tie-deciding tests. It will be a difficult day out for hardy trials specialists. Start is from Draper's Farm, Mill Lane, Cheltenham, Gloucestershire, 1.30 p.m. (Entries close December 31; W. Dembowski, Hayden Court, near Cheltenham.)

Windsor C.C.—Competitors in the treasure hunt on December 14 had to deal with a variety of well-hidden and sometimes improbable clues. No one was able to solve all of them. Winner was T. H. Hesketh, driving a 12-50. Also with 50 points, out of a possible 65; J. Taylor (Talbot 105) and P. R. Everett (B.M.W.) tied for second place. This was the final event counting towards the Alexander Duckham Memorial Trophy, which is awarded to the member making the best aggregate in the season's club events, won this year by T. H. Hesketh.

Plymouth M.C.—Starting from the Elfbridge Hotel, Plympton, Devon, at midnight (December 13-14) and finishing with bacon and eggs at 5 a.m., competitors covered nearly 100 miles of snow and ice in the Mancunian Trophy Rally. There were ten timed check points, two special tests and two observed hills. Undoubtedly crews were given a tough run for their breakfast, but perhaps even more valiant were the marshals who manned the controls with little more than their enthusiasm and hurricane lamps to keep out the cold. **Results:** I. Vauxhall Wyvern (Mrs. M. Huzzell); 2, M.G. TC (A. L. Chard); 3, Sunbeam (W. McNaughton).

Allard O.C.—The annual dinner and dance will be held on January 14, 1953, at Frascati's Restaurant, Oxford Street, London, W.1, at 7.30 p.m. Tickets are £1 15s each; J. H. Appleton, 24-28, Clapham High Street, London, S.W.4.

Middlesex County A.C.—It was unfortunate that London was forbIDDEN on December 6, the evening of the club's dinner and dance at the Café Royal, Piccadilly, London, W.1. President Lord Brabazon was unable to reach the venue, but over 150 members and friends managed to find their way through the "pea soup," and to enjoy a pleasant evening together.

West Hants and Dorset C.C.—The course of the Christmas Cup Trial, run on December 14 in the Ringwood-Fordingbridge area, had been planned for its suitability for all types of car. At the start, therefore, there was a happy variety, ranging from Ford Specials to a Converl, several Hillmans and Sunbeam-Talbots, to say nothing of a vintage 1925 Renault tourer.

Map reading and an average speed test occupied the morning. There was a fairly generous time allowance, but even so a few unfortunate at variance with their maps or watches—or both!—had to hurry. The observed hills during the afternoon were of a reasonably kindly disposition, but the braking and acceleration test, run downhill on a right-hand curve with a huge oak tree on the outside, required some skilful negotiation. One competitor spun his car and left the road backwards. The hills reaped their crop of failures, though some excellent climbs were made by everyday cars and by the vintage contingent.

Results: **Championship Cup:** M.G. (W. A. Waters); **Hillman Minx (H. R. Testy).** **First-class awards:** Ford Eight (A. M. J. Mallock); (G. E. T. Thompson); (J. Hamilton-Statte); Ford Eight (J. Macklin). **Second-class awards:** M.G. (B. G. Robertson); Singer (Miss M. J. Morris); Hillman (R. W. Edwards); Invicta (D. S. Colvin).

Tassion M.C.—Several hills in the Kellar Cup Trial (December 14) were unclimbable, owing to the damp and greasy consistency of the surface. Robins Upright had the challenge. Hillman competitors upon it were made by I. D. Lewis in his Ford, A. W. Morris (M.G.), J. T. Spare (Whiteford) and E. A. Jauncey (Marden)—but all in vain, for no one reached the top. The Kellar Cup for the best performance was won by I. D. L. Lewis; runner-up: A. W. Morris; tie for 3rd place: Ford (E. W. Pike), J. T. Spare.

Scottish Sporting C.C.—Friday's annual dinner and dance (December 12) was a very bright party. Chairman John Stenhouse ensured that speeches had brevity and humour, while Mrs. Peggy Stenhouse charmingly presented the awards. Quite the finest collection of silverware was amassed by John Melvin, whose Frazer-Nash sped happily through the season. Some drivers wore full Highland dress, which added even more colour to a colourful evening.

M.G. Car Club (Irish Centre).—Cecil Vard, at the wheel of his C.E.R. Ford Special, beat K. P. Murray (M.M.II) by four marks to win the Winter Trial (December 10), run over two laps of a County Dublin course. Of the 47 starters who battled through adverse weather conditions that toughened considerably the already competitive course, only three failed to finish. Vard's win narrows the gap between Murray and himself in the current Hibernian competition; the M.G. event was the eighth in the series of trials included in this competition. At present Murray leads with 48 points, with Vard second with 143 points fewer. Results of the trial are as follows: **Young-Valentine Cup:** C.E.R. (C. Vard); **Sunbury Cup (best standard M.G.):** C. E. O'Flynn; **Flynn Cup (best novice):** Dellow (R. A. Laird). **Special class:** M.M.II (K. P. Murray), Lancis (H. C. Johnson), Millpool (J. C. Millard). **Standard class:** M.G. (A. L. Young), M.G. (N. O'Donel Brown), M.G. (N. E. Gleeson). **Saloon class:** M.G. (M. C. Hogan), Volkswagen (M. P. O'Flaherty), Morris Minor (J. Hanna).

M.G. C.C. (S.W. Centre).—R. White-Smith, who has been the S.W. Centre's secretary for many years, has had to resign from this position. Assistant secretary Dr. M. D. King of the Foss Way, Stow-on-the-Wold, Gloucestershire, was elected new secretary at the annual general meeting on December 6. A dinner and dance followed at the Ship Hotel, Alveston.

N. London Euthusiasts' C.C.—The annual dinner and dance will take place on January 7, at the Hendon Hall Hotel, Hendon, London, N.W.4.

B.M.W. Club.—At the inaugural meeting and formation of the club in November, R. J. T. Hewitt, 5, St. Leonard's Court, East Sheen, London, S.W.14, was elected honorary secretary. A set of rules was drawn up, incorporating the worthy aims of furthering the interest in B.M.W. and associated cars, circulating a register of owners to help mutual contact between them, and pooling technical data, spares and useful handbooks. The club will also hold social meetings and competitive events. It is open to past or present owners of B.M.W., Frazer-Nash, R.M.W., Bristol Types 400, 401, 402, Frazer-Nash (post-war), A.F.M., Veritas and Meteor.

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1951 SAAB 9000 2½-litre Coupé, H.M.V. radio and heating	£1,250
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1951 WOLSELEY 60/80 saloon	£775
1951 MORRIS 1000 saloon	£750
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IN BRIEF



One of the season's distinctive window displays is this one by Newnham's, Ltd., 235-239, Hammersmith Road, London, W.6. The Austin Junior cars are made by disabled miners in a factory in South Wales.

Mr. B. R. Fraser, B.Sc., has been appointed assistant refinery manager of the Vacuum Oil refinery, now nearing completion at Coryton, Essex.

A service week at which Marfak and Havoline lubrication will be featured will be held by Reliance Motors, Bargoed, Glamorgan, starting on January 1.

Champion sparking plugs were used in the Humber Super Snipe which was recently driven from Norway to Portugal in 90 hours by a team headed by Stirling Moss.

The Regent Players (Regent Oil Co., Ltd.) will present *The Chiltern Hundreds*, a three-act comedy, at the Fortune Theatre, Drury Lane, London, on January 26 and 27 at 7.30 p.m. Tickets, which vary in price from 1s 6d to 12s 6d, are obtainable from Mr. N. J. Chittock, 117, Park Street, London, W.1. All seats are bookable.

The Wayne V. Myers Co., Ltd., manufacturers of Redex, are giving a dinner at the Café Royal, London, on Tuesday, January 14, for the Chiswick-trained engineers from Redex stations in the greater London area. It is hoped that similar functions will be held in other areas of the country at a later date.

N.A.E.S., Ltd., of Knoll Street, Higher Broughton, Manchester, and of 20, Fleming Square, Blackburn, have been appointed distributors of the Delaney Gallay range of car heaters for the counties of Lancashire and Cheshire. Similarly, A. T. Gittins and Son, Ltd., of 114-116, Irving Street, Birmingham, 15, are distributors for the counties of Warwickshire, Worcestershire, Staffordshire, Shropshire, Herefordshire and north Gloucestershire.

A new Castrol film with the title *R.A.C. International Rally, 1952*, received its first performance on December 15 at the Royal Automobile Club in London. The purpose of the film, which runs for 35 minutes, is to convey an impression of what a rally of this kind means both in preparation and in execution. A special feature is made of the many tests undertaken en route by the competitors. The

film will be available for loan to motor clubs and similar organizations from January 1.

Frank Cheverton, Ltd., 4, Lower St. James's Street, Newport, Isle of Wight, have completed 100 years in business serving all kinds of road transport users. Their activities now include electrical and precision engineering and power farming as well as sales and service for cars and commercial vehicles.

The staff of Standard and Triumph Sales, Ltd., of 37, Davies Street, London, W.1, and the junction of Boundary Road and Abbey Road, London, N.W.8, held their annual dinner-dance on December 11. It was attended by 130 people. Colonel Ronald Maude, O.B.E., T.D., took the chair and a reply to his greetings to the staff was made by Mr. H. Taverner.

At the annual general meeting of the Birmingham centre of the Motor and Cycle Trades Benevolent Fund, Mr. F. A. Kimberley (managing director, James Cycle Co.) was elected chairman to succeed Mr. Gilbert Smith (managing director, Norton Motors, Ltd.) who becomes vice-chairman. Mr. L. W. Lambley (B.S.A. Cycles, Ltd.) was re-elected honorary treasurer and secretary for the eighteenth year.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16511. Series II Morris Minor.
 "C.O.T."—General experiences and a handbook for o.h.v. model.

No. 16512. 1939 25 h.p. Wolseley.
 "E.A.B."—All possible information and a handbook.

No. 16513. 1950 Austin A 40 Somerset.
 "D.W.B."—Hints on tuning and increasing power.

No. 16514. 1936 M.G. Magnette.

"R.W."—Maintenance details and a handbook for N.A.C. type model.

No. 16515. Handbooks Required.

"E.P.L."—1930 1½-litre Jaguar.

"K.D.G."—1936 2½-litre Jaguar workshop manual.

"E.G.W."—Model J Vauxhall Fourteen service manual.

"E.G."—1935 Standard Little Nine.

"A.L.W."—1937 17 h.p. Daimler Sports.



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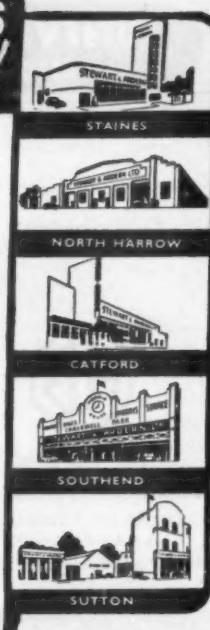
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133 OLD BROMPTON ROAD,
SOUTH KENSINGTON, S.W.7.

DRAYSON MOTORS

1949 AUSTIN A40 Devon saloon	£675
1950 AUSTIN A40 Devon saloon	£685
1951 AUSTIN A40 Devon saloon	£695
1949 AUSTIN A40 Devon saloon	£695
1950 AUSTIN A40 Hampshire saloon	£690
1950 AUSTIN A40 Hampshire saloon	£675
1951 AUSTIN A40 Hampshire saloon	£675
1951 AUSTIN A40 Atlantic coupe	£675

ENQUIRIES INVITED FOR—
NEW **AUSTIN** A40 Somerset saloon.
NEW **AUSTIN** A40 Herford saloon.
NEW **AUSTIN** A40 Atlantic saloon.
NEW **AUSTIN** Humberline saloon.
NEW **AUSTIN** Humberline limousine.
NEW **AUSTIN** A40 10 cwt. van.
NEW **AUSTIN** A40 15 cwt. van.
NEW **AUSTIN** A40 Countryman.
NEW **AUSTIN** 22 cwt. van.

1a, Hammersmith Road, W.14
(Opposite Olympia)
Phone: FULHAM 3425/6.



1952 AUSTIN A40 Sports Coupe, mileage under 7,000, black, brown leather, radio and heater. Price	£765
1951 FORD Zephyr saloon, radio, heater, loose covers. Immaculate. Price	£765
1951 Mdl. FORD Prefect 10 h.p., black leather. Price	£475
1951 MORRIS Oxford saloon, colour grey, superb condition. Price	£880
1950 (Dec.) AUSTIN A40 saloon, S.R. heater, many extras. Price	£875

CAR SHOWROOMS : 20-31, Edgware Road, Marble Arch, W.2. Phone: Paddington 2075-8.
SERVICE STATION : (Open day and night), Middlesex House, Ladypool Road, Middlesex. Hospitals, Cleveland Street, W.1. Phone: Museum 1938.
West End Stockists of MORRIS Spares.

Specially Selected



QUALITY CARS

SIX MONTHS' GUARANTEE

Compare Prices!	Compare Condition!
'50 AUSTIN 1100 saloon, grey	£595
'48 AUSTIN 14 2-door saloon, radio	£525
'47 AUSTIN 8 de Luxe, dark blue	£375
'48 ARMSTRONG Lancaster sal.	£585
'50 FORD Pilot saloon, radio	£495
'49 FORD Anglia, black/brown	£365
'50 FORD Prefect beige/red	£245
'48 JAGUAR 2½-litre, black	£525
'50 MORRIS Minor, tourer, grey	£465
'52 M.G. "TD" sports 2-seater	£735
'51 M.G. 1½-litre, maroon, radio	£735
'49 SINGER 1500 saloon, blue	£495
'49 TRIUMPH 2000 Roadster, black	£550
'49 TRIUMPH 2000 Saloon, black	£550
'47 VAUXHALL 16, black, radio	£435
'48 WOLSEY 18, sun roof, blk.	£395
A.A. or R.A.C. Inspection Invited	
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Promised Delivery of the Following New Cars
AUSTIN A70 Hereford sal. MORRIS Oxford sal.
RILEY 1½-litre sal. TRIUMPH Mayflower sal.

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OF
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Every sale backed by an organization of 150 Employees
covering every phase of Motor Car Service."

1948 FORD Anglia 8 h.p. saloon de Luxe.....	£350
1947 FORD Prefect 10 h.p. saloon de Luxe, four-door, leather	£350
1949 HILLMAN Minx Phase IV saloon de Luxe.....	£525
1948 JAGUAR 1½-litre saloon de Luxe "S/E" model.....	£545
1939 JAGUAR 3½-litre Drophead Four-seater Coupe, a unique car, many modifications.....	£485
1949 MORRIS 10 saloon de Luxe, radio.....	£415
1948 MORRIS 5 saloon de Luxe, radio.....	£365
1947 MORRIS 10 saloon de Luxe.....	£395
1948 RILEY 1½-litre saloon de Luxe.....	£350
1946 STANDARD 12 h.p. saloon de Luxe, radio.....	£365
1938 VAUXHALL 14 h.p. saloon de Luxe.....	£150

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Hire Purchase Part Exchange

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Established over 55 years
FOR GOOD USED CARS

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NEW CARS

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1950 FORD Anglia. A special car.....	£500
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1948 FORD 10. Dec. '48 delivery.....	£405
1947 HILLMAN 10 d/b. coupe. Exceptional.....	£345
1947 MORRIS 8 saloon. Excellent bargain.....	£350
1948 LANCHESTER 12 saloon. Quite a bargain.....	£185

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1952 BEDFORD 30 cwt. New van body. Roller back. Sliding sides. First registered 1952. Unused. Cost £688. Bargain.....	£550
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MAIDSTONE ENGINEERING CO.

The Quality Car Specialists.

1938 VAUXHALL 10 Saloon, just recirclosed black, fitted new engine, in immaculate cond. £175.
1939 JAGUAR 2½-litre Coupe, excellent. £275.
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1946/7 ROVER 12 Saloon, black, brown int., radio. £495.
1939 LANCHESTER 14 Saloon, black. £275.
1939 JAGUAR 1½-litre Coupe, bronze. £275.
1947 VAUXHALL 12 Saloon. £395.

Please write for full details of any of the above cars. Terms arranged.

Cross Street, Pendleton, Salford, 6,
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1951 FORD Zephyr 6 sal., fitted all accessories, as new.....	£825
1952 FORD Consul sal., 1,200 miles, fitted all accessories.....	£750
1948 FORD Prefect saloon.....	£425
1939 HILLMAN Minx Coupe.....	£260
1951 LAND ROVER.....	£390
1948 STANDARD 8 Drop Head Coupe.....	£340

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Walter Scott
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GOOD
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URGENTLY
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WALTER SCOTT, LTD.
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(FITZJOHN'S AVE.)



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The Car Mart Ltd would appreciate the opportunity of purchasing all good used cars.

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I am considering disposing of my:-	
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Mileage	Number of Owners
Date of first registration	
Name	
Address	
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THIS DOES NOT PLACE ME UNDER ANY OBLIGATION TO SELL. A/R	

CARS FOR SALE

High grade used cars with guarantee

1952 AUSTIN A.125 Sheerline saloon, radio, heater, 200 miles.....	£1,595
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1952 AUSTIN A.40 Somerset saloon, radio, heater, 2,000 miles.....	£730
1951 AUSTIN A.40 Devon saloon, radio, heater, 13,000 miles.....	£595
1952 AUSTIN A.70 Countryman, 300 miles	£1,095
1951 HILLMAN Drophead Phase V Coupe, 6,000 miles	£695
1950 JAGUAR Mark V 3½-litre saloon, heater	£995
1951 M.G. T.D. 2-seater, 3,000 miles	£675
1951 MORRIS Minor 2-door saloon, heater, 10,000 miles	£550
1950 MORRIS Minor 2-door saloon, 11,000 miles	£525
1951 ROLLS-ROYCE Park Ward 4- door saloon, passed manufacturers, black with beige leather uphol., 7,000 miles	£4,950
1938 ROLLS-ROYCE 25/30 h.p. 7- seater Limousine by Park Ward, black with beige leather to front and beige cloth to rear	£1,295
1951 SINGER 4AB Roadster, 13,000 miles	£550
1952 TRIUMPH Mayflower saloon, radio, heater, 7,000 miles.....	£675
1949 TRIUMPH "2000" Roadster	£595

The **Car Mart** ^{td}

EST. 1908

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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Control or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

XXX A.C. Cars Wanted
XXX Cash immediately for good A.C.—H. F. Edwards, 200, Gt. Portland St., W.1. [W2003]

R REQUIRED immediately, good A.C. pre- and post-war. G. Edwards, Ambury Lane, Harpenden, Herts. Tel. 118. [W2000]

ALFA-ROMEO

L F. WARD, Ltd.
1951 Alfa-Romeo 1900, 6,000 miles, fitted radio, heater, perfect example. 10,000 miles. 1951. London, W.1. Tel. Mayfair 0146. [C4043]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1346]

Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo specialists, 27a, Pembroke Villas, W.11. [W1015]

ROWLAND SMITH'S, the Alfa-Romeo buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0124/R] Track, Weybridge. Blythe 520.

ALFAROMEO Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars—Brooklands Track, Weybridge. Blythe 520.

PARADE MOTORS (MITCHAM), Ltd.

1948 red 2-seater, in beautiful condition, mechanically perfect. £365.

PARADE MOTORS (MITCHAM), Ltd. Tel. Mit. 3392. [C9086]

DAGENHAM MOTORS, Ltd., offer the following car:—

ALLARD J2, new, unregistered: £1,095.

ALLARD Park Lane, W.1. Recent 4500cc. 374, Ealing Rd.

Alerton, Middlesex. Petrol 35b.p.h. and 6 and 18. Sander Rd., Croydon, S.E.6. Hither Green 4621. [C1065]

RING or write for latest list of rapidly changing car prices—Richard de Courcey, 35, Kinnerton St., W.1. [C3045]

£375!!! (August, 1947) Alford sports roadster, in panel blue, coachwork almost unmarked, engine, steering, body and suspension all overhauled last month and in first-class order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue; open all day Saturday, 27th December. [C1038]

Allard Cars Wanted

BARTLETT, the Allard buyers 27a, Pembroke Villas, W.11. [W1015]

1949 50 drop head or saloon. Hambline, 2, Abingdon Rd., Kirkham Rd., Leeds. Tel. 2000.

ROWLAND SMITH'S, the Allard buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0124/R]

RICHARDS & CARR, the best Alford buyers—35, Kinnerton St., Wilton Place, London, S.W.1. [C3042]

RAYMOND WAY, Kilburn. [W3047]

ALVIS

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1938 '38 model, Alvis 12/70 saloon, amazingly clean throughout and mechanically far above the average, a model in short supply, much sought after by enthusiasts. 500 guineas.

HIRE-PURCHASE terms on the spot, with no references, no formalities or guarantees; part exchange on your present motorcycle or car; always 200 cars to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 connecting all departments (Kilburn Park Station, Bakerloo line) 1/2 miles (04047 yards).

SALES & WANTS

Turn to page 67 for
Advertisement Form

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MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 67

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1953. Box numbers may be bought in pairs in any case where the name and address or name and telephone number must be included. Replies should be addressed to, "Box 6000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

ALVIS

ALTON GARAGE of Paddington

CORDIALLY wish all readers a Merry Christmas and a Prosperous New Year; the new tax rating will benefit all who buy Alvis owners and we will be pleased to offer pre-war models from as little as £75; also after war spares, repairs, insurance and latest type H.P.—J7-19, Brook Mews North, Paddington, W.2. Pad. 4710. [C1007]

ROOKLANDS: Alvis distributor, new 5-litre.

1952 Alvis 3-litre sports 2-seater.

1951 Alvis 3-litre coupe, radio.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp saloon, small mileage.

1950 Alvis 14hp sports 2-seater, extras.

1948 Alvis 14hp saloon, radio, heater.

1948 Alvis 14hp Tickford coupe, radio.

Alvis cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., W.1. Mayfair 8351-6. [C1029]

1949 Alvis T.A. 14 sports saloon with grey body and excellent running throughout. £725. G. W. WILKIN, Ltd., Weston Park, King's Road, Chelsea, R.M. 2241. [C1053]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

PERFORMANCE CARS.—Good selection always available; written guarantee. See under "Sports Cars." [C1046]

1937 Alvis Speed 25 tourer, finished in black, fitted heater and new hood, this car has an excellent history. £375. G. W. WILKIN, Ltd., 135, Old Brompton Rd., S.W.7. [C1046]

1937 Alvis Speed 25 4-door de luxe saloon in excellent condition throughout. £325.—Jaeger, Ltd., 223-7, Hammersmith Rd., W.6. [C2045]

LANCASHIRE and Cheshire sales service and spares—H. W. WILKIN, Ltd., 135, Old Brompton Rd., S.W.7. Bradshawgate, Bolton (0480) and 178, Deansgate, Manchester (0161) 4507. [C1046]

495 gns. Alvis 14, November, 1947, 4-door 5-seater, shooting brake, natural timber body, brown leather, good grey, good condition, terms, £325. [C1046]

495 gns. Alvis 14, November, 1947, 4-door 5-seater, shooting brake, natural timber body, brown leather, good grey, sliding glass windows, front and rear heater, good condition, terms, £325. [C1046]

CHARLES FOLLETT, Ltd., buy good cars made, cars, lorries, vans, etc., 18, Berkeley St., W.1. Mayfair 6266. Garage Works and Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [C1046]

Alvis Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0124/R]

A Lvis cars wanted for cash.—The Hindhead Motor Works, Ltd., Tel. Hindhead 663. [C1044]

XXX Cash immediately for good Alvis—H. F. Edwards, 200, Gt. Portland St., W.1. [C1005]

CHARLES FOLLETT, Ltd., buy good cars made, cars, lorries, vans, etc., 18, Berkeley St., W.1. Mayfair 6266. Garage Works and Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [C1046]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

A Lvis, Ltd., Service Station, 832, Finchley Rd., London, N.1. Tel. Speedwell 6762-3-4. [C1044]

Alvis Gold London, 11, W.1. [C1044]

AD at Alvis, Ltd., Service Station, Royal Rd., Coventry. Tel. 5501. [C1044]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [C1046]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Spares and Service
MANCHESTER.—Alvis repairers and spares, main agents.
A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rue. 2874/5. [0653/R]

KINGSTON-ON-THAMES.—Sales, Service and Spares, G. W. Wilkin, Ltd., Weston Park, and 34 Eden St., Kingston 1000. [0678/R]

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras.
 Chevrolet de luxe 4-door saloon, radio, heater, seat covers, low mileage.
 1950 Chevrolet saloon, 4-door, radio, heater, seat covers, fitted with extras.
 1949 Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers.
 1949 Chevrolet 2-door saloon, fitted with heater, Malibu Ivory and blue.
 1951 Ford Customs V8 4-door saloon, fitted with heater, very good condition.
 1949 Ford 4-door saloon, fitted with seat covers, heater, etc., good condition.

1947-8 Plymouth 4-door saloon, right-hand drive, radio, heater, seat covers, extras.
 1951 Pontiac saloon, radio, heater, seat covers, low mileage.
 1949 Pontiac saloon, right-hand drive, fitted radio, heater, seat covers, extras.
 1952 Studebaker Champion 4-door sedan, overdrive, radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8891. [0601]

LEONARD WILLIAMS & Co. (1940), Ltd.,
 PACKARD sole concessionaires, offer:—

1951 Packard 300 de luxe 4-door saloon.

RHD Automatic transmission, 4-door, radio, heater, seat covers, all extras, low mileage.
 Packard 8-cylinder Clipper de luxe.

RHD radio, heater, seat covers, leather, low mileage, exceptional condition.
 Packard 8-cylinder Clipper de luxe.

RHD radio, heater, low mileage.
 LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0691/R]

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars—97, Fulham Rd., S.W.3. [0628]

M'CALFIE & MUNDY always have a good selection of post-war American cars; we are always interested in purchasing good condition post-war American cars.

BUICK saloon delivered new in March, 1952.
 HUDSON 1948 4-door saloon.

OLDSMOBILE 1949 Rocket 99 convertible.
 FOR full details see under classifieds.

M'CALFIE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471.

1938 Graham 22hp 4-door saloon, excellent order throughout, very good tyres, taxed: £100 cash or terms—H. Rose, The Lynch Garage, Uxbridge. [0605]

TAYLOR & CRAWLEY specialise in the very latest types luxury American cars; our stock is very low and at the moment can only offer the two cars below we are always interested in hearing from prospective sellers.

1949 Rocket Oldsmobile 84 4-door saloon, low mileage, automatic drive, radio, heater, beautiful condition: £1,455.

1950 Cadillac 62 special sedan, radio, heater, bottle openers, £1,650.

TAYLOR & CRAWLEY, 48, Kensington Court, W.8. [06271] Weston 6015.

American Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers, Wembley 8891/3903.

AMERICAN post-war car required—Bartlett, 5 Widdicombe Ave., Parkstone, Dorset. (0102) Chis 5588.

BUICK & COLONIAL MOTORS, Ltd., distributors for London and Home counties, require good American cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5588.

ARMSTRONG SIDDELEY

P & J & JOYCE, Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley Whitley saloon, blue, synchromesh gear, one owner, one year's free trial guaranteed: £1,025—184, St. Portland St., W.1. [0639]

HENLYS, Ltd. offer:—

1951 Whitley, blue with beige upholstery, in spotless condition, fitted with extras, £1,025, usual guarantee and 7 days free trial; full list by return post.—Euston 4444.

WANSTEAD MOTORS, Ltd., offer:—

1947 Armstrong Lancaster 4-door saloon, in very good condition: £495.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [0604]

GUY SALMON AUTOMOBILES, offer:—

1950 Armstrong Siddeley Lancaster saloon, 19,000 miles (not ex-hire car), immaculate condition: £795—Portsmouth Rd., Thames Ditton, Emberbrook 4281-2-3. [0601]

The Autocar**ARMSTRONG SIDDELEY**

BROOKLANDS: Individuality, new and used cars.

1952 Armstrong Hurricane coupe, 1,500 miles.

1949 Armstrong Lancaster, serviced by makers.

1951 New Bond St., London, W.1. Mayfair 8551-6.

1952 Hurricane, mileage 1,300, Langham, grey, dual (Eglam), about £1,000; private—Box 4161.

CASE'S MOTOR MART—1939 Armstrong 25 Limousine, black, leather throughout, privately used, exceptional.

1950 Armstrong 10 Lancaster saloon, black, heater, unblemished, one owner, written guarantee.

1951 Armstrong 10 Lancaster saloon, black, heater, 5. Warren St., W.1. Euston 3523. [01040]

1947 Armstrong-Siddeley Lancaster saloon, excellent condition—Best offers to Evans, Kingston 9441, ext. 2. [0196]

ONE week old Armstrong-Siddeley Whitley 4-light saloon, 300 miles; £500 under list.—Ernest Sutton Tel. Rogate 4. [04035]

1949 (July) Armstrong Lancaster 4-door saloon, £1,500; £1,200 under list, price £725.

MAIFAYR CARRIAGE Co., Ltd., The Hyde, Edg. Rd., N.W.9. Col. 8082. [C5004]

1949 Armstrong-Siddeley Typhoon: £435.—King's Cross, Tel. Seven Kings 3528 and 3527. Open days 9 a.m. to 7.30 p.m. [C2048]

1946 Armstrong-Siddeley Hurricane new hood excellent condition, unrepeatable bargain: £550.

Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 3228 (5 lines). [C1050]

RIDGE YOUNG, Ltd., offer 1950 Armstrong Lancaster 10, 12, 15, 18, 20, 25, 30, 35, 40, 45, 50, black, 6-cylinder (1 min. 59 sec. Sternhold Ave., St. Barnabas Hill, 6464). [C1047]

1945 Armstrong-Siddeley Hurricane four-door, radio, radio, 4,000 miles only since reconditioned engine, fitted March, 1952, reconditioned: 1952; view West End or Armstrongs, 4601. [C221]

1950 Armstrong-Siddeley Hurricane 15hp new hood, £600.

1949 Armstrong-Siddeley, 1950, Hurricane 15hp, £645—65—69. Sternhold Ave., St. Barnabas Hill, 6464 (1 min. 59 sec. Sternhold Ave., Hill). [C1047]

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1949 Armstrong-Siddeley Hurricane 15hp, £

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

RUSSELL MOTORS offer:—
1946 Austin 10 de luxe saloon, 30,000 miles; £365.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9280. (C5060)

CMI. CAR SALES (Pte. 6623) offer:—

1946 Austin 10 4-door saloon, black, brown leather; £400.
1947 THREE—Austin 10, 4-door saloon; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

BLUE STAR GARAGES, Ltd., offer:—

1947 Austin 10 sal., £365; choices of two.—63, Fortune Green Rd., N.W.6 (Ham. 2211). (C547)

1947 Austin 10 saloon, two owners only, nice order.—C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.S. Finchley 6236 (3 lines). (C1061)

£175—1939 Austin 10 de luxe saloon; terms.—Autonips, 5, Balham High Rd., Balham 1506. (C1060)

1948 Austin 16hp saloon, appearance as new, great bargain; £400.—Lawton Goodman, 36, Audley St., W.1. (C2022)

CASS'S MOTOR MART.—1946 Austin 10 saloon, care fully used by one owner; written guarantee.—S. Warren St., W.1. Euston 5528. (C1040)

1938 Austin 10 Cambridges de luxe saloon, superb condition, tax-free; £250.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C1066)

1939 Austin 10 4-door saloon, black, brown leather, choice of two, from £225.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. (C1038)

225—Austin 10 (1939 model) Cambridge de luxe saloon, maroon, sliding head, maroon leather, good tyres, good condition, tax-free; £180.—List, 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Austin Ten Cars Wanted

CM.—
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (10955/2)

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10920, R)

AUSTIN A40

CAR MART, Ltd.,
LONDON Distributors.

1952 Austin A40 Somerset saloon, radio, heater, 2,000 miles; £750.
1950 Austin A40 Devon saloon, radio, heater, 17,000 miles; £550.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1058)

L F. WARD, Ltd.

1952 Austin A40 sports, 6,000 miles, one owner, B.M.T.A. consent.—F. Ward, Ltd., Hanger Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (C4040)

BJ. HUNTER, Ltd., offer:—

1949 Austin A40 saloon, fitted heater; £495.
BN.W.2. Tel. Gladstone 2212. (C2046)

TOM GARNER, Ltd., offer:—

1952 Austin A40 Somerset saloon, green, radio, heater, sun roof, 9,000 miles, under list price.—
TOM GARNER, Ltd., 10-12 Peter St., Manchester, 1. Blackfriars 2626-67. (C2020)

HA. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, black with brown upholstery, radio, heater, sunroof, etc., recorded mileage 20,700; £757.—842, High Rd., N.12. Hillside 0034. (C836)

836—
PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40, Somerset green/brown, 5,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. (C1051)

BLU STAR GARAGES, Ltd., offer:—

1950 Austin A40 sal., £355.—Below.—
1949 Austin A40 sal., £355.—63, Fortune Green Rd., N.W.6 (Ham. 2211). (C546)

GUY SALMON AUTOMOBILES offer:—

1951 Austin A40, radio and heater, sunshine roof, 1949.—Portsmouth Rd., Thame, Dinton, Embsay 5551-2-5. (C4001)

COOOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Austin A40 sports convertible, 4,000 miles; £300.—
COOOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6397-6-9. (C1052)

1951 (October) A40, grey, 12,000 miles, genuine, radio, heater; £635.—8, Vaughan Ave., Hendon, Hendon 1423. (C5063)

AUSTIN A40

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Austin A40 saloon, one owner, taxed, immaculate condition; £625.

1949 Austin A40 saloon, fitted heater, one owner since new; £455.—Wentford Way, Hendon Central, N.W.4. Tel. Hendon 8098-9. (C5024)

1952 Austin A40 saloon, fitted heater, one owner, £500 miles; best offer.—West Euston, Tel. Rosate 4. (C4023)

1951 (August) Austin A40 Countryman Estate car, 4,000 miles, as new throughout; £625.

1949 MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. (C1034)

1951 (Sept.) Austin A40 saloon, mileage 6,500, one owner, colour grey; best offer over £600. (C5031)

1951 Austin A40, 7,000 miles, B.M.T.A. consent, as new, £550.—H. H. & Sons, Ltd., 75, Old Parliament St., W.C.2. Tel. Lambeth 5508. (C1026)

£495!!—1950 Austin A40 saloon, sliding roof and heater; also 1948 at £465.—Vanderbilt, 21, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

1949 A40 4-door saloon, radio, heater, any trial; £465 or exchange.—11, Perrynd, Prestwich, Manchester. Tel. Prestwich 2057.

AUSTIN A40 (Aug. 1951), one owner; £550.—Gordon W. Smith, 48a, Drewsteet Rd., S.W.16. Tel. Streatham 5366. (C1049)

1951 Austin A40, 6,000 miles, radio, heater, sun roof, W.J. Mayfair 0821.2. (C3061)

1952 (April) Austin A40 Somerset sal., grey, immaculate; £550.—A. Petri, 48a, Drewsteet Rd., N.W.16. Tel. Mayfair 3051. (C1043)

1952 Austin A40 Somerset, mist green, brown leather, heater, 7,000 miles, unmarked; £725.—Cyril Sheppard of Reading. Sonning 2345. (C686)

1950 Austin A40 Countryman, one owner, 15,000 miles, used privately only; £525.—Broadway Motors, 27, High St., Hounslow. Tel. 0175. (C1028)

1949 A40 de luxe, one owner, carefully used, heater, radio, £425.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1249. (C1026)

1948 Austin 16 saloon, heater, one owner, choice of 2; £385.—Withams, 18, Balham Hill. S.W.12. Battersea 3280-5769. (C1048)

£595!!—Austin 16 de luxe saloon, sun roof, leather upholstery, engine fitted, faultless condition; taxed; terms exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1056)

£545!!—1949 Austin 16, green, brown upholstery, heater and radio, one owner; £525.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266.

1948 Austin 16; £425.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1249. (C1026)

1948 Austin 16 saloon, heater, one owner, choice of 2; £385.—Withams, 18, Balham Hill. S.W.12. Battersea 3280-5769. (C1048)

£595!!—Austin 16 de luxe saloon, sun roof, leather upholstery, engine fitted, faultless condition; taxed; terms exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1056)

£545!!—1949 Austin 16hp saloon, black, brown leather and radio; also 1948 at £465.—Vanderbilt, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

1947 Austin 16 saloon, black, black leather, engine fitted, faultless condition; £525.—Grove Garage & Motors, 322, Forest St., Edmonton, N.E.11. Tel. 4162. (C1029)

HIRE Limousine, 1951, partition, 7-forward, leather, small mileage; £795. (Fifty Limousines, Ltd., Post Office, Alpe & Saunders, Providence Court, N.W.1. Audley Street, Tel. MAYFAIR 2941). (C1038)

1948 Austin 16hp sun saloon, green, open order only; £525.—L. F. Dove, Ltd., 111-113, Addison Road, Croydon. Addison 3066. (C1076)

1948 (October) Austin 16 saloon, black, black leather upholstery, one owner, outstanding bargain; £395.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3065)

1950 Austin 16 hire car, black, partition, 7-forward, engine fitted, price from £135, no marks; £525. (Austin Agents), Staines, Middlesex. Tel. 801. (C1074)

595—Austin 16 1949 de luxe saloon, black, sliding head, brown upholstery, one owner, exceptional condition; £525.—Austin 16, 1949 de luxe saloon, black, sliding head, brown upholstery, one owner, 9,340 miles, one owner; £525.—Rowland Smith, Hampstead 6041. (C4018)

£575!!—I am magnificent, I am just like brand new; if you open my door, you will think I am brand new; £525.—Deacons, Ltd. (Austin Agents), Staines, Middlesex. Tel. 801. (C1074)

595—Austin 16 1949 de luxe saloon, black, sliding head, brown upholstery, one owner, £525. (Austin Agents), Staines, Middlesex. Tel. 801. (C1074)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

ACRES offer:—

1951 Austin Atlantic saloon, finished in black with light fawn leather upholstery, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine; this magnificent vehicle has been beautifully kept and maintained and is indistinguishable from brand new; first 4750 seconds.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2-2524. (C1002)

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A90 saloon, heater, 100 miles; £1,050.

1951 Austin 100 Hertford saloon, heater, 7,000 miles; £795. Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWNHAMS, Ltd.

1951 Austin A70 Hertford saloon, grey, 15,000 miles, auxiliary heater, £795. (C1036)

1952 Austin A70 Hertford saloon, green with brown leather, heater, 3,000 miles only; £100 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, black with grey leather upholstery, radio, heater, etc., recorded mileage 12,500; £675. (C1034)

836 842, High Rd., N.12. Hillside 0024. (C2027)

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A70 Hertford, 3,000 miles, as new; £4,495. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

GUY SALMON AUTOMOBILES offer:—

1951 (October) Austin A90 saloon, genuine 11,000 miles, H.M.V. radio; £835. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. (C4001)

D. J. SHEPHERD & CO (ENFIELD), Ltd.

1951 Austin A70 Hertford saloon, blue, heater, exceptional condition; £675. D. J. Shepherd & Co. (Enfield), Ltd., 435 Hertford Rd., Enfield. Howard 1831. (C4009)

1950 (Dec.) Austin A70 sal., grey/brown leather, heater, 17,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2. Offer:—

1952 Austin A90 saloon, unused, grey, exchange enquiries invited.

1951 Austin A90 saloon, black, leather, genuine, 10,000 miles, £675. (C1035)

1951 Austin A70: £575; terms, exchanges—Keystone Garage, Ltd., Exeter Rd., Bourne- mouth. (C569)

AUSTIN A90 convertible, black, mileage 16,000, wireless, heater; £885. Throssom, Earl St., Stamford Hill, N.E.8. Tel. 746. (C1030)

1951 A90 saloon: £725—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

1951 Austin saloon, A90, heater wireless, as new, one owner, 7,800 miles; £750. Marsdens, Drapers, Matlock, Derbyshire. (C1011)

1951 Austin 100 Hampshire, 14,000 miles, heater; £625. Wimborne, S.W.1. Tel. Avesy 6996. (C1052)

1951 (Nov.) Austin A70 Hertford sal., 7,000 miles, beige, many extras, immaculate—C. A. W. Ltd., 42, Newgate, London, W.C.2. Tel. Mayfair 2-921. (C1043)

1952 Austin Hertford, finished in green, perfect, 4,000 miles only; £725—L. & D. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. (C1078)

1950 A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.

BIRKETT MOTORS, Ltd., 78-74, High Rd., South Woodford, E.18. Buckhurst 3766. (C1021)

£795!!!—1953 Austin A70 Hertford saloon, a little over 6,000 miles, black with fawn leather, heater, seat covers, etc., exceptional order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue; open all day Saturday, 27th December. (C1035)

£635—Austin 100 Hampshire saloon, one owner, Le Grec, Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2-4000. (C2055)

1952 A90 sports saloon, black, heater, 205 miles only, unblemished; terms; part exchange considered—A. & S. 144, Golders Green, N.W.10. Tel. Speedwell 0011. (C4004)

1950 (March) Hampshire A70, brown, 16,000 miles, Jack Power, (Autos), Vaughan Ave., Hendon, N.W.4. Tel. 1428. (C3063-1)

A90 sal., grey, superlative condition, fully guaranteed, 12,000 miles only; £995; and other Austin bargains—Folkestone Motor Co., Ltd., Sandgate Rd. Tel. 51751. (C5988)

The Autocar

AUSTIN A70 & A90

PRIDE & CLARKE, Ltd.—1950 Austin A70 saloon, blue/blue leather, heater, radio; £549; 5 months' guarantee; terms; exchanges; lists—Stockwell Rd., S.W.1. Brighton 2-6242.

N. TAYLOR & COOT—1951 Austin A70 pick-up, £549; 5,000 miles only; indistinguishable from new—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3032)

1950 Austin A90 power-operated convertible dark green, 10,000 miles, heater, one owner, 7,000 miles spare unguaranteed; £635—John Davy, 180, Euston, London, N.W.1. Tel. Mayfair 2-2252. (C1069)

1951 (Jan.) Austin A90 power-operated convertible coupe, in first-class condition, green, radio, leather, beige leather upholstery, one owner, 11,000 miles; £735. (C4035)

W. J. BROWN, Ltd. Established over 30 years. 339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1951 (April) Austin A70 Hertford, blue, heater, an exceptionally good example throughout, with a low mileage, £695; exchanges, deferred terms—John E. Truscott, Ltd., 173, Westbourne Grove, W.11. Tel. 4274. (C4035)

1949 Austin A70 4-door de luxe saloon, 25,000 miles since new, just fitted set of new tyres; £549. (C1010)

1951 Austin A70 saloon, fitted with radio and heater, beige leather, one owner, finished blue with blue leather, beautifully maintained; thoroughly recommended; written guarantee; terms; exchanges; attractive price—H. Edwards, 200, Gt. Portland St., W.1. Tel. Langham 0012. (C2003)

Austin A70 and A90 Cars Wanted

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted

AUSTIN wanted—Smiths, 66, Chalk Farm Rd., N.W.1. Tel. 2787.

MARSTON MOTOR Co. for your Austin—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. 10590/R

HATTONS of Lord St., Southampton, will buy Austin, 1938 to 1950, 8 to 16hp, in condition above average. 10782/R

XXX Cash immediately for good Austin—Tel. F. Edwards, 200, Gt. Portland St., W.1. Tel. 17203.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin—Tel. Weybridge 233.

Austin Spares and Service

AFIRST-CLASS service for Austin replacement units and reconditioned parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available—Wimbeldon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123.

NORMAND, Ltd. The best service ensures a longer car life.

BRING your car to 405-9, King St., W.C. Riv. 3655.

C. G. NORMAN & Co. AUTHORISED Austin retailers: service, spare parts and reconditioned units—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd. LONDON distributors: spare parts for all model cars

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.3 (Hendon 6500), and at 16, Uxbridge Rd., Edgware, W.9 (Hendon 6711) and 382, Streatham Hill Rd., S.W.16 (Streatham 7731). 10160/R

AUSTIN spares for old and new models—Jenners, Ltd., Birchington. 16833

FOR Austin spares and replacement units—Burnham, Bucks 64. 0305/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units—Try Northwood's, 1st fl., Hop. 2029. 10729/R

AUSTIN 7 spares—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc. s.s.m. for 1950—William's, 18, Belham Hill, S.W.2. Belham Hill 3706.

AUSTIN spares for cars, vans and commercial vehicles—Gibbs, Ltd., Distributors of Austin Spare Parts, Longhouse, Great West Road, Bedford, Feltham, Middlesex. Tel. Feltham 4274-5. 0399/R

PRYNN & STEVENS, Ltd., the South London Austin specialists, repair and replace in stock all exchange engines—new, horse, pump, clutch, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively—57, Acme Lane, S.W.2. Brixton 1155.

BENTLEY (3½- & 4½-litre)

JACK BARCLAY, Ltd. LARGEST official retailers of Bentley and Rolls-Royce: stock list of used models on request to—

12-13 George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. (0065/R)

RIPPON. 0290.

RIPPON. 0290.

RIPPON Bros., Ltd. THE leading Northern Bentley specialists.

HAVE a wide fine selection of post-war Bentley cars from £2,350—0290.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines) also Bradford, Leeds and Sheffield. 0906/R

EXCHANGE or sell.

1952 Bentley Mk. VI 4½-litre saloon.

1951 Bentley Mk. VI 4½-litre saloon.

1937 Bentley 4½ Freestone & Webb.

1937 Bentley 4½ Gurney Nutting.

1936 Bentley 3½ William Arnold.

ALL reasonable offers considered.

SWANMORE GARAGE (Bentley specialists), 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 4334. (C4024)

JACK OLDING, of Mayfair.

OFFICIAL Bentley & Rolls-Royce retailers offer:

NEW (large bore) Mark VI Bentley with Freestone & Webb owner/driv. sal. coachwork, for early delivery.

1950 Mk. VI Bentley standard saloon, 19,000 miles: £1,950.

1950 Mk. VI Bentley standard saloon, 64,000 miles: £2,500.

1949 Mk. VI Bentley power-operated coupe by Park Ward.

1948 Mk. VI Bentley standard saloon, 33,000 miles: £1,800.

AUDLEY House, North Audley St., W.1. Tel. 5242-3-4. (C3050)

BENTLEY 4½ overdrive Mulliner body, two-tone grey.

Perspex roof, perfect condition: £1,900—Gip. 1448.

BENTLEY (3½- & 4½-litre)

RUSSELL MOTORS offer:

1934 3½-litre Bentley 4-door saloon by Thrupp & Maberly, fitted. Radio; an exceptions car; any trial or examination.

1938 LE Series 4½ Bentley Park Ward special 4-door saloon, one owner since new; genuine mileage of 12,000 miles. H.M.V. radio; leather and silver grey, blue leather; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9286. (C3060)

ROSE & YOUNG, Ltd., offer:

1938 (July) Bentley 4½-litre Gurney Nutting sports saloon, an extremely pretty car, in beautiful condition, fitted with H.M.V. radio, finished in metallic grey with grey leather upholstery: £1,095.

1936 Bentley 3½-litre Freestone & Webb ramrod-edge sports saloon, a very handsome car in lovely condition: £775.

1935 Bentley 3½-litre Thrupp & Maberly drop head coupe, very attractive, leather and grey, excellent condition: £775.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (other than 3½ & 4½-litre)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under [C5041/R] Cars.

BENTLEY 4½-litre 1929 saloon, body and mechanical condition excellent, new tyres £450, or near offer.—Ramside, Walmley Ash Rd., Sutton Coldfield. Tel. Ashfield 1309.

Bentley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434.

R OLAND SMITH'S, the Bentley buyers—Hampstead High St. (Hampstead Tube).—Ham. 6041. [0327/R]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71 Broad St. Midland 2437.

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233.

WE are open to purchase any type pre-war Bentley cars complete or otherwise—Compton, 69, Weston St. Crystal Palace, S.E.19. Tel. 3362. [0602/R]

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [0592/R]

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars—18, Berkley St. W.1. Mayfair 6266. Service works and stores—Barnsley Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.

Bentley Spares and Service

JACK BARCLAY LTD.

LARGEST official retailers and repairers of Bentley cars—Bentley Spares and Service—Mechanical or coachwork—large stock of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 228 (8 lines). [0624/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Berkley St. W.1. Mayfair 6266. [0602/R]

CENTRAL GARAGE, Croydon, specialists of all Bentleys and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [01042/R]

B.M.W. Type 327/55 Standard Autenrieth fixed head coupe, black, lawn leather interior; exceptionally fine external, interior and mechanical condition; first major engine overhauls just completed; full equipment, many extras; really first-class example—£550, exchanges deferred terms.—John #, Truscott, Ltd., 173, Westbourne Grove, W.1. Bay. 4274. [0405/R]

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.

1952 (June) Bond Minicar type B, 300 miles only; practically brand new, owner forced to sell owing to ill health, a specimen car at a bargain price: £2990.

HERE purchase terms on the spot with no references—no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.9. Main, Vaux 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards).

Bond Minicar Wanted

PRIDE & CLARKE, Ltd., the Bond Minicar buyers: H.P. accounts settled; exchanges—Stockwell Rd., S.W.9. [0545/R]

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage, Croydon 7464. [01042/R]

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; special modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R]

BRISTOL

ANTHONY CROOK offers:—

1950 type 400, last one made, 401 engine.

1950 type 401, Cambridge grey, immaculate, £1,000.

1950 out, heater and radio, all modifications.

1950 type 401, with special lightweight coachwork.

1950 type 402, drop head, all original, example of

1950 type 402, drop head, all original, example of

Ltd. Leading Distributors, Caterham Hill, Surrey. Tel. C1663.

FRAZER-NASH CARS offer:—

BRISTOL

1952 Bristol type 401, radio and heater, at a con-

siderably lower figure than list price.

1950 (Sep.) type 401 saloon, colour black; price

1949 Bristol type 400 one owner, metallic green,

and heater, reconditioned; £1,450.

A.P.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011). [C2015]

EVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—50, Hay's Mews, Berkeley Sq., W.1. Gros 2563. [0296/R]

EVILL, DAVIES & MARCH, Ltd., offer:—

BRISTOL 400, colour grey, fawn upholstered, loose

covers, radio and heater.

41—50, Hay's Mews, Berkeley Square, W.1. Gros 2563. [0296/R]

UNIVERSITY MOTORS Ltd., sole distributors Lon-

don, Home and Eastern Counties, Stratton House

2, Piccadilly, W.1. Grosvenor 4141. [0618/R]

1950 Bristol 401 saloon, maintained at Bristol,

beautiful order; £1,795.—Taylor & Cray-

don, Kensington, W.8. Western 6015. [0274]

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembroke Villas, W.11. [0205/R]

ICHARDSON & CARR buy Bristol—35, Kinerton St., Wilton Place, London, S.W.1. Sloane 5424. [03045/R]

BRISTOL 400 saloon, good condition essential.

London, Greenford 526-8, Greenford Rd., Greenford, Middlesex. 2643. [C2057]

A.P.N. Ltd., will purchase for cash Bristol Type 400

and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011). [0476/R]

B.S.A. Cars Wanted

R OLAND SMITH'S, the B.S.A. buyers—Hamp-

stead High St. (Hampstead Tube).—Ham. 6041. [0327/R]

1952—B.S.A. Scout, late 1939, Series 6, 10hp

leather, very good condition, £1,250.

TERMS:—exchanges; list, open 9-7 week-days and Satur-

days.—Rowland Smith, Hampstead (Hampstead Tube).—Ham. 6041. [C4018]

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B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares;

comprehensive stock; wholesale and retail.—161,

St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

SIMPSONS MOTORS (WEMBLEY), Ltd.—For full

list see under "American Cars". [C4015]

£150—1952 Chevrolet convertible coupe, in excel-

lent condition, £1,250.—British & Colonial Motors, 180-184

West End Lane, N.W.8. Hampstead 6490. [C1024]

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd.—For full

list see under "American Cars". [C4015]

REPAIRS: reconditioned gear boxes (guaranteed).

10—10 Winchester Mans., N.W.1. Gros 2674. [0140]

CHEVROLET Cars and repairs for private vehicles;

distributors for London and Home Counties.—British

& Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R]

Chevrolet Spares and Service

CHRYSLER distributors, will purchase all types of

Chrysler vehicles—59-65, Belgrave Rd., Swiss Cot-

tage, N.W.8. Mat. 5555-2155. [0643/R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler

buyers—Wembley 8691-3903. [C4015/R]

R OLAND SMITH'S, the Chrysler buyers—Hamp-

stead High St. (Hampstead Tube).—Ham. 6041. [0327/R]

7-SHATTERS private 1952 (2½ b.h.p.) Limousine re-

quired cash, waiting.—Alpe & Saunders, Providence

Court, North Audley Street, Mayfair 2941. [W1006]

Chrysler Spares and Service

A UTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of

Chrysler vehicles—59-65, Belgrave Rd., Swiss Cot-

tage, N.W.8. Mat. 5555-2155. [0643/R]

CHRYSLER Specialists, comprehensive spares, engines

and accessories, used for spares.

CHEVRON ROAD ENG. CO. Ltd., Hadleigh, Essex. [0664]

CHRYSLER Specialists, repairs, spares, exchange

engine service.—L. A. Mitchell (Motors) Ltd., I.

Baham High Rd., London, S.W.12. Tel. Baham 2231. [0361/R]

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London.

CITROEN spares and replacement units. Fully guar-

anteed used models at competitive prices always in stock.

—50 Vauxhall Bridge Road, S.W.1. Vic. 2231. 10756/R

BUSSELL MOTORS offer:—

1948 Citroen Light 15 saloon, one owner; £575.

BUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47,

Sloane St., S.W.1. Tel. Sloane 9298. [C3060]

BOON & PORTER, Ltd., distributors.

1952 Light 15, black/beige, unregistered.—Castel-

lino, 244a, High Rd., Croydon. Springside 3477. [C1022]

KENTISH & THOMSON, Ltd., offer:—

1952 (May) Citroen Light 15 saloon, maroon, 3,500

miles, new condition throughout; £535. [C2047]

COOMBE & SONS (GUILDFORD), Ltd., offer:—

1951 Citroen, 11,000 miles; £895.

COOMBE & SONS (GUILDFORD), Ltd., Portsmouth

Rd., Guildford. Guildford 6207-9-9. [C1037]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

PRESENT stock includes:—

1952 Light 15 saloon, black, 6,000 miles; £895.

1951 Light 15 saloon, mist green, 21,000 miles; £765.

1950 6-cyl saloon, black, 16,000 miles; £795.

1937 Big 15 long wheelbase 6/7-seater, in magnificent condition, ideal hire car; £275.

MANY others; stock constantly changing.

EXCHANGES, deferred terms.

SKILLED Citroen service, spares from stock.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (C4055)

RICHARDS & CARR, always best value.

1950 Light 15, green, like £595.

1947 Light 15, black, excellent throughout; £425.

35, Kinerton St., Wilton Place, London, S.W.1. (C5045)

H. W. MOTORS, Ltd., Citroen distributors.

1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £825.

1949 15 saloon, black, 15,000 miles, maroon/red leather, excellent condition; £645.

H. W. MOTORS, Ltd., Walton-on-Thames, 2404/5/6. (C2040)

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1529. HAVE a selection of Citroen saloons from 1937 to 1950 models for sale.

1950 15 saloon, black, Citroen saloon, black with beige leather; £795. (C4057)

!! Chiswick Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

WORTHING MOTOR CO., Ltd., for Citroen sales spares service.—Tel. Worthing 71. (C5340)

£450 or near offer.—Light 15 de luxe, black, brown leather, sharp. Westerham 250. (6226)

Citroen Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Citroen cars—150, Park Lane, W.1. Grosvenor 3454. (0172/R)

R OWLAND SMITHS.

R OWLAND SMITH'S the Citroen buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0920/R)

A C SERVICE STATION (LONDON), Ltd.

T HE Citroen Distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed—150, Park Lane, W.1. (W1000)

N ORTH Circular Rd., Stonebridge Park, N.W.10. Elec. 5595 (5 lines). (W1000)

A CE SERVICE STATION (LONDON), Ltd.

T HE Citroen Distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

N ORTH Circular Rd., Stonebridge Park, N.W.10. Elec. 5595 (5 lines). (W1000/R)

C ITROEN can wanted for cash.—The Hindhead Motor Works, Ltd., Hindhead 663. (1653)

E XCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0131 or Harrow 4646. (W3000)

R ICHARD & CARR buy post-war and good pre-war Citroens.—35, Kinerton St., Wilton Place, London, S.W.1. Sloane 5424.

J OHN S. TRUSCOTT, Ltd., are consistently good buyers of well-kept Citroens.—173, Westbourne Grove, W.11. Baywater 4274. (W4055)

Citroen Spares and Service

S OUTH of the Thames

B ALES of Croydon Distributors and specialists for B over 25 years, repairs, overhauls and spares.—Tel. Croydon 5131-2.

T HE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Old R.R. Lines, 6. Tel. 5257-8. (L6.8)

T HE Citroen Specialists; all spares stocked; immediate

T exchange drive shafts; gear boxes; steering units etc. (0662/R)

W IDCOMBE GARAGES, Ltd., Putney Rd., Bath 4865.—Citroen parts, reconditioned drive trains 48-hr. etc. (1749)

S HREVE'S MOTORS, Ltd., London Distributors, Head office and showroom—242-244, Brompton Rd., S.W.5. Kensington 9464.

S PARES and service.—37, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5622-3. (L6200/R)

W OODFORD CAR MART, Essex, distributor for Citroen cars, sales service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Bicknacre 0017.

C ITROEN—We are distributor for N.W. P.R. and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., New Eltham 725. (10746/R)

B RITISH ROAD GARAGE & ENGINEERING CO., Ltd., 16, Broad Rd., N.11. (Bew 2284) specialise in Citroen body repairs and mechanical overhauls, swive joints reconditioned 45-hr., all spares stocked. (10585/R)

CORD

E XCHANGE or sell.

C ORD 5-seater drop head, ivory white, magnificent car, amazing performance; reasonable offers considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. (C4024)

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1951 model Daimler Consort 25,000 miles, one enthusiastic owner, large number of extras.

1951 Daimler Consort, 15,000 miles, fitted radio and heater, faultless condition, one very careful owner. (C1047)

1939 Daimler 2½-litre special sports chassis, with overdrive, fitted radio, 4-seater sports tourer, a most unusually attractive car with a very surprising performance in its condition, offered by Daimler Motor Co. until 1950, one owner since; £695.—Portsmouth Rd., Thames Ditton. Emberwick 5551-2-3. (C4001)

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Consort (Oct., 1952), blue with blue leather, heater and demister, 14,000 miles only. (C1047)

DAIMLER 2½-litre Consort (1951) blue with blue leather, heater, extremely well kept; £575.

DAIMLER 15/80 sports saloon (1951), grey with grey leather, 15,000 miles, in excellent condition. (C1047)

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4304), Service 7, Herbrand St., Russell Sq., W.C.1 (Tottenham 7404). (C4028)

£125.—1935 Daimler 7-seater limousine in post-war condition throughout.—Below.

£325.—1936 15/80 sports saloon, black with brown leather, extremely clean condition, faultless runner.—Bry Motor, 180-184, West End Lane, Hampstead 6490. (C1024)

1951 Daimler Consort saloon, colour black, fitted heater, mileage 12,000, as new throughout; £125. (C1047)

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. (C5034)

L IMOUSINES—Several superb straight-eights and

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MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. (C5034)

L IMOUSINES—Several superb straight-eights and

£125.—1935 Daimler 7-seater limousine in post-war condition throughout.—Below.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service

Fiat 500 trouble?—Try B.D.J. (England), Ltd., 65 Lowlands Rd., Harrow. Tel. Byron 6028. [0325/R]

Fiat (England), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perville 2801. [0325/R]

Fiat 500 genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc. guaranteed repairs.—S. & E. Motors, 163a, Westbourne Grove, W.6. Tel. Bay 1644. [0136/R]

MAYFAIR GARAGE, Ltd., Fiat renovations, sales and repairs, skilled British and Italian technicians, all services, including body-trims and accessories stocked.—Mayfair Garage, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May 3104/5. Open 9-6. Sat. 9-2. [0332/R]

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279 Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Ford 10hp, 1936, 5,000 miles, £450. Ford 10hp, 1936, 11,000 miles only, genuine car, £495.

1950 THESE cars are available for demonstration anywhere, any time, by arrangement with the manufacturer.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. [0304/2444].

COACHCRAFT offer:—
£95 1936 model Ford 8 saloon, excellent running condition, £252. For other Overseas car buyers, £95. [0153]

OVERSEAS CARS, Ltd., offer:—
1946 Ford Anglia saloon, black, brown leather, excellent condition; £252. For other Overseas car buyers, £95. [0153]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475.

PERRY'S OF HARROW.
HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4282 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Midds. (Opp. Bus Depot). [0399/R]

HA. SAUNDERS, Ltd., offer:—
1951 Ford Anglia saloon, black with red upholstery, recorded mileage 6,900, £450.

836 842, High Rd., N.12. Hillside 0034. [0207]

WARWICK WRIGHT, Ltd., offer:—
1951 Ford Anglia saloon, black, beige leather, 15,000 miles, £450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [0304/5]

ALLAN TAYLOR MOTORS, Ltd., offer:—
1940 Ford Anglia saloon, recently fitted with record engine, £250.

DEC. 1945, 1946 Ford Anglia saloon; £285.

HIGH St., Wandsworth, S.W.18. Tel. Vandkye 4433 (5 lines). [0748]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Anglia sal., B.M.T.A. Con., green, 4,900, £475.

1951 Ford Anglia sal., beige, 9,000; £425.

56 Park Lane, 1951, Regent 4866/374, Ealing Rd., Middlesex. Tel. Ealing 5382, and 12, 12, 12, 12. Sanger Rd., Caxton, S.E.6. Higher Green 4821. [0106/5]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1946 Ford Anglia, choice of 3; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. 62907-8-9. [0105/7]

£245 1939 Ford 8 de luxe saloon, excellent condition, £200. [0105/7]

£185 1937 Ford 8, magnificent and spotless condition, probably the finest we have recently had, 3 months' guarantee; hire purchase, exchanges.

LAMB'S, Finchley Showrooms, 241, High Rd., Finchley, N.12. Fin 6221. [0208/2]

FORD Anglia (Oct. 1949), black, one previous owner; recorded condition; £395. [0105/7]

1946 Anglia black saloon, perfect very clean, stand car; £305. [0105/7] Hitler Green 2013. [0208/5]

£145 1938 (December) saloon, taxed; Tel. (Con-Goodman), 135, Cricklewood Broadway, N.W.2. [0202/2]

1939 Ford 8 de luxe saloon, in very good order throughout; £195. Wembley Court Motors, High Rd., Wembley. Tel. 8767-8. [0105/0]

1946 Ford Anglia, black, absolutely as new, choice of three; £225. M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 1180. [0301/0]

365 "—Ford Anglia, late 1949 saloon, black, one careful owner, good tyres, excellent condition, terms, exchanges.—Rowland Smith, below.

295 "—1947 Anglia, 1947 saloon, black, one owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

265 "—Ford Anglia, October, 1946, saloon, fawn, terms, exchanges.—Rowland Smith, below.

195 "—Ford 8, late 1939, de luxe saloon, dark blue, very good condition, terms, exchanges.—Rowland Smith, below.

145 "—Ford 8, 1938 saloon, black good condition; taxed; terms, exchanged; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [02018]

FORD (8 h.p.)

£275 1946 Anglia, kept in new condition; terms, exchanges—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverstone 2801. [0203/1]

1949 (October) Ford Anglia, as new, one owner, 15,000 miles, guaranteed three months, £156. [0105/1]

1951 Series Ford Anglia, 8,000 miles only, spot test, R.A.C. exam, invited £450 or exchange.—Perrynead, Prestwich, Manchester, Tel. Prestwich 2057. [0105/1]

1950 Ford Anglia, 16,000 miles, an original little car, fitted heater, outstanding bargain; £415. [0105/1]

TANKARD & SMITH, Ltd., offer 1949 Ford Anglia, black, red upholstery, one careful owner, insurance extra, £355. [0105/1]

1948 Ford Prefect, 1946, black, brown leather, one owner driver, immaculate throughout; £395. Addiscombe 1255. [0105/1]

GUY ALPREDS & Co., Ltd.—1951 Ford Prefect, as new, £555. [0105/1]

1948 Ford Prefect, 4-door, excellent order, £400.—Smith and Hunter, Ltd., 376 Kensington High St., London, W.14. Tel. Western 2312. [0105/1]

1949 (October) Ford Prefect beige red leather, 20,000 miles, immaculate; £445.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [0105/1]

TANKARD & SMITH, Ltd., offer 1947 Ford Prefect, black with red leather, one owner from new, £225. [0105/1]

1948 Ford Prefect, 1946, black, brown leather, one owner, £355. [0105/1]

1949 (August) Ford Prefect, beige red leather, one owner, guaranteed 2,000 miles, £395. [0105/1]

1948 Ford Prefect, 1946, black, brown leather, one owner, £345. [0105/1]

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1949 (August) Ford Prefect, 1946, black, brown leather, one owner, £345. [0105/1]

FORD (10 h.p.)

FORD Prefect, (December) 1946, black, brown leather, one owner driver, immaculate throughout; £395. Addiscombe 1255. [0105/1]

GUY ALPREDS & Co., Ltd.—1951 Ford Prefect, as new, £555. [0105/1]

1948 Ford Prefect, 4-door, excellent order, £400.—Smith and Hunter, Ltd., 376 Kensington High St., London, W.14. Tel. Western 2312. [0105/1]

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1948 (October) Ford Prefect, 1946, black, brown leather, one owner, £355. [0105/1]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1951 Ford Consul saloon, colour opal, leather up, owner, genuine car.
1951 Ford Consul saloon, opal, T.V.C., radio, heater, spotamps, twin covers, 10,000 miles, carefully maintained car in first class condition throughout, one owner, £675.

THESE cars are available for demonstration anywhere in the U.K. Purchase terms can be arranged.
WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Tel. 2767.

ARES offer:—

1951 (June) Ford Consul saloon, finished in pastel green, many extras, speedometer reading 9,000 miles, heater, radio, heater, spotamps, twin covers, 10,000 miles, carefully maintained car in first class condition throughout, one owner, £675.

THESE cars are available for demonstration anywhere in the U.K. Purchase terms can be arranged.

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THESE cars are available for demonstration anywhere in the U.K. Purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Tel. 2767.

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1949 Ford Pilot saloon, black, leather, heater, radio, lights, disc brakes, twin spotamps, nicely maintained car, one owner, £550.

THIS car is available for demonstration anywhere in the U.K. Purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Tel. 2767.

HA. SAUNDERS, Ltd., offer:—

1951 Ford Pilot saloon, black with brown leather upholstery, heater, recorded mileage 11,300; £625.

836—82, High Rd., N.12. Hillside 0024. [C2027]

SIMPSONS MOTORS (WEMBLEY), Ltd.—For full list see under "American Cars." [C4015]

FORD V.8 91A saloon, in excellent condition; £655. Jaquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

1936 Ford V.8 drop head coupe, one owner, only 8,000 miles, in remarkable condition, any trial or examination.—Tel. Owner, Hampstead 2147. [C2007]

£185—1937 Ford V.8 22-hp saloon, recent record, engine, exceptionally clean condition, leather seats, good tyres, £185. West End Motors, N.W.8. Hampstead 9496.

495—Ford V.8 Pilot, November 1950, saloon, black, fawn leather, radio, heater, one owner, small mileage, good tyres, exceptional condition, tax-free, £495. Open 9-5 week-days and 10-12 week-ends. Rowland Smith, Hampstead (Hampstead Tube). [C4016]

Ford V.8 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Ford V.8 cars—320, Euston Rd., N.W.1. Euston 2121. [C1075/P]

ROWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [C0936/R]

UTILITY—FORD OR OTHER BODIES

295—Fordson, late 1947, 8hp Martin Walter 2100cc estate car, grey, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare wheel, good condition, tax-free, exchanges—Rowland Smith, below.

145—Fordson, October 1950, 8hp, fold-flush rear seating, good condition, tax-free, exchanges—Rowland Smith, Hampstead (Hampstead Tube). [C4019]

For Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [C0937/R]

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., offer:—

1949 Ford Pilot saloon, dark blue, blue leather, excellent condition, leather-in-tacks, exceptional condition, guaranteed; offered at £575.

1950 (Sept.) Ford Prefect 4-door saloon, beige with beige leather upholstery, one owner, exceptionally well maintained, £525.

18—Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lee-Francis Service Station: Barnsley Yard, off Elgin Avenue, W.9. Cunningham 5366. [C2010]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Consul saloon, green with beige hide, radio, heater, 2,000 miles, £625.

1952 Ford Consul saloon with red hide, radio, heater, 8,000 miles, £775.

1952 Ford Zephyr saloon, black with red hide, radio, heater, 8,000 miles, £775.

56—Park Lane, W.1. Regent 4666; 374, Ealing Rd., Alperton, Middlesex. Pervale 3388; and 8 & 12, Sandley Rd., Cattford, B.E.6. Hither Green 4221. [C1066]

1949 Ford Custom V8 convertible, radio, heater, excellent condition; £950.

1951 Ford Zephyr, sed. saloon, radio, heater, excellent condition; £695.

ENEST DOE & Sons Ltd., Ulting, Maldon, Essex. Tel. Rattfield 3001. [C2027]

Ford Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [C0938/R]

WHAROLD PERRY, Ltd., main Ford dealers—Invicta Works, 279, Ballards Lane, North Finchley 4444. Tel. Hillside 4444. [C3042/R]

FORD wanted—Smith's 86, Chalk Farm Rd., N.W.1. Tel. 2767.

XXX Cash immediately for good Ford—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 7W2003.

Ford Spares and Services

NORMAND, Ltd.

THE best service ensures a longer car life.

BRINO your car to 405-9, King St., W.6. Riv. 5665. [C2024]

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 30bhp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 2401. Also 221, Balham High Rd., S.W.17. Tel. Balham 2401.

FORD Rd., Folkestone 5122. [C4046/R]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines).

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2335) main Ford dealers; service and all spares.

WE have one of the biggest stocks of Ford spares and tractors in the country from model A, 7.8, W.D. types and up to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, 100, Houndsditch, London, E.C.3. Dagenham 770 (6 lines). And 66, High St., East Ham, E.6. Grangewood 1136. [C0962/R]

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [C0939/R]

FRAZER NASH B.M.W.

PERFORMANCE CARS—Good selection available; write, written guarantee.—See under "Sports Cars," page 32.

CASSI'S MOTOR MART.—1937 Frazer Nash—B.M.W. 326 saloon, Martini racing and recirculated black numerous extras. 9, Warren St., W.1. Euston 4110. [C1040/R]

225—Frazer Nash—B.M.W., 1955, 2-litre, 4-cyl., foursome drop head coupe, green in green leather, very good condition; terms; exchanges; list; open 9-7 days—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

Frazer Nash—B.M.W. Cars Wanted

BARTLETT, the Frazer Nash—B.M.W. specialists, 27a, Pembroke Villas, W.11. [C1015]

ROWLAND SMITH'S, the Frazer Nash—B.M.W. buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [C0940/R]

HEALEY

L. F. WARD, Ltd.

1950 Healey Silverstone, two owners, colour red.

F—P. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043]

BROOKLANDS: Healey Distributors, London and Home Counties. "Still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey 3-litre convertible 3-seater, radio.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott drop head coupe, many extras.

1950 Healey 2½-litre 4-seater tourer, 6,000 miles.

1950 Healey Silverstone sports 2-seater, extras.

1949 Healey Silverstone, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1089]

1950 Healey Silverstone 2-seater, finished red, low mileage, outstanding performance.

RICO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952. [C3052]

1952 model Healey Minx Phase V saloon, radio and heater, virtually a new car; £645.

COLES' GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1045]

1952 Healey Minx saloon, grey, brown upholstery, 7,000 miles, B.T.L. 2000, £645.

RC. WIMBUSH LTD., 31a, Earls Court Rd., London, S.W.5. Fremantle 2404. [C1026]

£485—1949 Healey Minx Phase III saloon, black, brown leather, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1946 Hillman Minx saloons, choice of 5; £275-£280. [C1070]

£200 o.n.o.—1937 Hillman Minx saloon, exceptional condition, any test.—Sunbury-on-Thames 2667. [G222]

1947 Minx saloon, blue, blue interior, very well maintained; £375—Robbins East Fortune 4581. [G221]

1952 (Jan.) Hillman drop head coupe, 5,900 miles, list price £815, accept £675.—Ernest Sutton, Tel. Rogate 4. [C4023]

1948 Hillman Utility rec. eng. etc., excellent condition; £375.—A. Peto Ltd., 42, North Audley St., W.1. May 2051. [C3043]

1946 Hillman Minx saloon, guaranteed; £265, parts included.

1946 sunbeam saloon, single owner, superbly maintained; recirculated; £325.—Jack Pritchett, Millend, Stow-on-the-Wold. [G214]

1942 Minx de luxe, 20,700, perfect throughout, black; £325—119, Woolacombe Rd., R. E. Brooke, S.E.3. Lee 1700. [G216]

Hesley Cars Wanted

EXCHANGE 1952, Rover Juniper, open, heater, radio, latest modifications, miles under 4,000, for 1952 Healey saloon or coupe, cash adjustment.—Beeson Allestree, Derby. Tel. 5761. [C1017]

HILLMAN 10

CAR MART, Ltd.

1951 Hillman Phase V drop head coupe, 6,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059]

RAYMOND WAY

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.

1948 Hillman Phase II saloon, dove grey, cellulose, nice clear cloth interior, mechanicals sound, steering wheel gear change, carefully maintained from new, choice of four others; £425gn.

HIRE purchase terms on the spot with no references, no deposit, no guarantee; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line). [C1047]

OVERSEAS CARS, Ltd.

1950 Hillman Minx saloon, black, brown leather, genuine miles, under 9,000, perfect condition throughout; £650. For other Overseas car barter see page 32.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7275. [C1031]

TOM GARNER, Ltd., offer:—

1952 Hillman Minx Mark V saloon, claret with fawn stripes, 7,000 miles, under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2030]

B J HUNTER, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, one careful owner; £655.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2030]

GARAGE SERVICE CO., Ltd.

1946 Hillman Minx saloon, black, brown upholstery; £395.

1947 Hillman Minx foursome drop head coupe, metallic grey, blue leather upholstery; £525.

1081—Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 6952. [C1019]

BLUE STAR GARAGES, Ltd., offer:—

1948 (September) Hillman Minx, in very beautiful condition; £450.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C1051]

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Mark V estate car, dual grey, brown leather, 3,000 miles.

1952 Hillman Minx V saloon, claret, beige leather, heater, 3,000 miles.

1951 Hillman Minx Mark V drop head coupe, black, red leather, heater, 2,000 miles.

1951 Hillman Minx saloon, grey, brown upholstery, 7,000 miles, B.T.L. 2000, £645.

RC. WIMBUSH LTD., 31a, Earls Court Rd., London, S.W.5. Fremantle 2404. [C1026]

£485—1949 Hillman Minx Phase III saloon, black, brown leather, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1946 Hillman Minx saloons, choice of 5; £275-£280. [C1070]

£200 o.n.o.—1937 Hillman Minx saloon, exceptional condition, any test.—Sunbury-on-Thames 2667. [G222]

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1946 sunbeam saloon, single owner, superbly maintained; recirculated; £325.—Jack Pritchett, Millend, Stow-on-the-Wold. [G214]

1942 Minx de luxe, 20,700, perfect throughout, black; £325—119, Woolacombe Rd., R. E. Brooke, S.E.3. Lee 1700. [G216]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

NUMBER

1951 Humber Snipe 2-door saloon, low mileage, one owner, black with wine upholstery, phenomenal value: £250 cash, or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. (10672 R)

A & S (Fifty Limousines—Lists Posted) 1939, partitioned, 4-door, black, private, certified mechanically, selection £450. Below

£335 Fullman 1938 partitioned Limousine, 7-door, black, nice order, read service, LIMOUSINE, 1938, partitioned forward, occasional, £100.

1951 Saloons, forward occasional, also Imperial, selected carriages, selection from £285. Alpine & Sunbeam, Providence Court, North Audley Street, Mayfair—2341.

Number Cars Wanted

C THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. (10672 R)

R ROOTES, Ltd., Distributors.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 6411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MALIDSTON.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10106 R)

ROWLAND SMITH'S the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (10942 R)

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (10304/R)

LOW-MILEAGE Hawk or similar required now—54. Streatham Hill, S.W.2. Tulse Hill 4468. (10653)

CAMDEN MOTORS urgently require 1946-47 Humber saloon limousine, particulars and price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (10105)

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please. A. & S. (Fifty Limousines—Lists Posted) 1939. Mayfair—2341.

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. (10666 R)

Cripps of Nottingham, urgently require all types of Humber, recent models, send full particulars. R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 4681. (10553 R)

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grand Rd., Addiscombe 2931. (10782 R)

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

BARKING.—For full stocks of spares and genuine service for Humber owners come to Alton's Garage, Ltd., 105-7, Barking Rd., Barking. Tel. Rington 1285.

CROYDON.—Local service promotes satisfaction. Bring your Humber car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Croy. 4660-4652. (1067 R)

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

SEVONSHIRE House, Piccadilly W.1. (Grosvenor 2227.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at—

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Cambridge 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Kings 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., Eng/land's Leading Motor Agents.

CAR MART, Ltd.

1950 Jaguar Mark V 3½-litre saloon, heater, guaranteed: £995.—Car Mart, Ltd., 320, Euston Rd., Euston 1212. (10105 R)

JAGUAR

ACRES offer:—

1951 (late) XK120, finished in black with red upholstery, heater and radio, and hosts of minor faults, including a broken front door handle, meter reading 16,000, undoubtedly genuine this magnificent vehicle is indistinguishable from brand new and must be a bargain at £1,200.

1950 Mark V Jaguar, 3½-litre, black with white leather upholstery, heater and radio, beautifully kept and maintained, must be a bargain at £795.

ACE-ART AUTO, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1306. (10670 R) 10 and 11, Parade, Clapham Common, S.W.4. Tel. Macaulay 2211-2. (1C102)

HENLYS, Ltd., offer:—

1951 XK120 sports, grey with beige upholstery, mileage under 6,000, never raced; this car has been prepared by our Jaguar Service Station on the 10th anniversary of the XK120. (10672 R)

1949 Jaguar 3½ sun saloon, dove grey with red leather, heater upholstery, works serviced by H. & S. (Fifty Limousines—Lists Posted) 1939. This car is in outstanding condition; price £775, usual guarantee and 7 days free trial; h.s. available. (10444)

(1961)

WIMBUSH for Jaguars

XK120—A really magnificent 1951 model. Honed December 1950, silver with blue upholstery, recently checked by makers: £1,175.

1950 Jaguar Mark V saloon, suede green, beauty, heater, etc. specimen car: £995.

CAMDEN MOTORS, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. (1C056)

JHUNTER Ltd., offer:—

1950 Jaguar Mark V saloon one owner: £975.

JHUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (1C204)

SLOCOMBES, Ltd., Willesden 4669.

WRITTE, call for purchase terms and exchanges.

38-52 Dudden Hill Lane, Willesden, N.W.10. (104017)

DJ. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout. £995. (1C009)

CAMDEN MOTORS—Jaguar 3½-litre saloon, suede green, with green leather, one owner, 17,000 miles; as new: £890.—Oscibona Sports Cars (Carmel 1661)

CAMDEN MOTORS—Jaguar V 3½-litre, all extras, "screen-spray," radio, heater, nominal mileage and in condition not very far short of new. (10672 R)

CAMDEN MOTORS—Jaguar 3½-litre drop head four-seater coupe 1949, in the hands of one careful owner and regrettably offered for sale owing to conversion to a more economical car. (10672 R)

CAMDEN MOTORS—Jaguar 3½-litre competition model 100, first delivered and registered February, 1950, silver with blue leather, heater, radio, leather and new dark grey mohair hood, one owner last nine years, engine, gear box and back axle overhauled, including re-bore, etc., car in very good condition, just delivered and serviced, a very fine car: £995.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1948 (August), silver-grey, grey leather, full competition, all components in excellent condition, engine just dekked and serviced, a very fine car: £995.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1947, late registration car in pastel green (original paint). 10,000 miles; one owner, superb condition, fitted mohair hood, outstanding order: £495.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1950, in metallic grey with red leather, fine condition and new covers, much above average condition, excellent runner: £295.

CAMDEN MOTORS—Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open 7 p.m. Write for catalogue. Open all day Saturday, December 27th.

ROSE & YOUNG, Ltd., offer 1951 Jaguar XK120, low miles, black with white leather, twin exhaust system, exceptional condition, metallic silver with red leather: £975.—65-69, Sternhold Ave., Streatham Hill, S.W.1. (1 minute Streatham Hill Station). Tulse Hill 6464. (1C057)

1948 (Sept.) Jaguar 2½-litre drop head coupe, one owner, black with white leather, condition excellent, black paint, chrome work unblemished, interior leather still smells new, brand new mohair hood, mechanically superb: £645.—Northern Motors at Harrow. 186-194, Pinner Road, Harrow 4444. (1C052)

JAGUAR

ABSOLUTELY immaculate, February, 1951, XK120 a Jaguar, extras too numerous to advertise; never raced; fadeless brakes; £1,350.—Box 4360. (1C012)

1948 Jaguar 1½-litre saloon de luxe, special equipment, black with white leather, exceptional condition throughout: £545.—Brown's Garage, Loughton (Essex) 4119 (Tube). (1C034)

1950 Jaguar Mk. V 3½-litre saloon, one owner, magnificent fitted suitcases, loose covers, superb order. 3 months guarantee: £895.—Box 4361. (1C016)

NAYLOR & ROOT—1948 Jaguar 1½-litre saloon, black/hide, excellent performance and appearance, 6 months' guarantee: £52, East Hill, Clapham Junction, S.W.11. Finchley 6236 (3 lines). (1C022)

NAYLOR & ROOT—1948 Jaguar 1½-litre saloon, black/hide, excellent performance and appearance, 6 months' guarantee: £52, East Hill, Clapham Junction, S.W.11. Finchley 2252. (1C022)

465—Jaguar 1947 2½-litre saloon, suede green, black sliding head, green leather, heater, Ace discs, carefully used, excellent condition, taxed; terms: exchanges.—Rowland Smith, below.

325—Jaguar 1949 1½-litre saloon, metallic silver, black sliding head, black leather, heater, good terms, unown spare, excellent condition, terms: exchanges.—Rowland Smith, below.

265—Jaguar, October 1949, 2½-litre saloon, black sliding head, black leather, heater, good terms, unown spare, excellent condition, terms: exchanges.—Rowland Smith, Hampstead (Hampstead Tube). (1C018)

1950 (Jan.) Jaguar Mark V 2½-litre saloon, suede green, with green leather, one owner, 17,000 miles; as new: £890.—Oscibona Sports Cars (Carmel 1661)

CAMDEN MOTORS—Jaguar Mark V 3½-litre saloon, black with immaculate brown leather, leather upholstery, all extras, "screen-spray," radio, heater, nominal mileage and in condition not very far short of new. (10672 R)

CAMDEN MOTORS—Jaguar 3½-litre drop head four-seater coupe 1949, in the hands of one careful owner and regrettably offered for sale owing to conversion to a more economical car. (10672 R)

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1948 (August), silver-grey, grey leather, full competition, all components in excellent condition, engine just dekked and serviced, a very fine car: £995.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1947, late registration car in pastel green (original paint). 10,000 miles; one owner, superb condition, fitted mohair hood, outstanding order: £495.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1950, in metallic grey with red leather, fine condition and new covers, much above average condition, excellent runner: £295.

CAMDEN MOTORS—Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open 7 p.m. Write for catalogue. Open all day Saturday, December 27th.

ROSE & YOUNG, Ltd., offer 1951 Jaguar XK120, low miles, black with white leather, twin exhaust system, exceptional condition, metallic silver with red leather: £975.—65-69, Sternhold Ave., Streatham Hill, S.W.1. (1 minute Streatham Hill Station). Tulse Hill 6464. (1C057)

1948 (Sept.) Jaguar 2½-litre drop head coupe, one owner, black with white leather, condition excellent, black paint, chrome work unblemished, interior leather still smells new, brand new mohair hood, mechanically superb: £645.—Northern Motors at Harrow. 186-194, Pinner Road, Harrow 4444. (1C052)

Jaguar Cars Wanted

CAMDEN MOTORS, Ltd., wish to purchase Jaguar car, 150, Par. Lane, W.1. Grosvenor 3434. (10672 R)

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (10643 R)

SIMPSON'S (Edgware)

WANT Jaguar cars.

SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3566 and 7070. (1C018)

COMBES & SONS (GUILDFORD), Ltd.

URGENGLY wanted, good condition post-war Jaguar car, offers aborecited.—Portsmouth Rd., Guildford. Tel. 62007. (1C0234/R)

SSAUL & SLATTER, Ltd.—44-46, Alderman Hill, N.13.

MAN dealers, urgently require modern Jaguar cars.—Tel. Palmer Green 1205/7175. (1C0402/R)

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.14. (10180 R)

LOW mileage 1948-49 Jaguar 1½-litre S.E. saloon required.—London Cars, Greenford, W.1. (1C025)

XK120, low mileage, wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (1C034)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service

HENLYS Ltd. ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetah Hill Rd. Deansgate 6216-7. **Q**UICK complexion of repairs.

10563/R

SHAUL & SLATTER, Ltd., 34-46, Aldermans Hill, N.13. FULL stock of spares; Jaguar repairs and maintenance—Service Station: Green Lanes, N.13. Palmers Green 1205, 7173.

PEEERS MOTOR CO., Ltd., main dealers for Bucking-

hamshire Jaguars; replacement units and repairs facilities. Bath Rd., Slough. Tel. 22394. (0490/R)

R. P. POWELL (MOTOR), Ltd., East London area

dealers for Jaguar cars, spares and service. 321, Romford Rd., Forest Gate, E.7. Maryland 4516-9.

ENOARD WILLIAMS & Co. (1940), Ltd. offer Jaguar service by factory-trained personnel at their Buildings, Great West Rd., Brentford, Middlesex. 3400.

WEMBLEY COURT MOTORS SERVICE STATION—

Comprehensive range of all Jaguar spares in stock; special service and maintenance for Jaguar cars. Wembley Court Motors Service Station, Forbury Avenue, Wembley. Arnold 1154-5.

JEEP

WHAT car can I get... to measure '3'—Met-

met converted Jeep—980, Belize Lane, N.W.3. 10534

1952 (first reg.) Jeeps, all types, spares—Davies

& Groves, 1-5, Dorset Close, N.W.1. 10619/R

UNREGISTERED Jeep, complete, guaranteed, £185.

Payments—Oldfield, 386, Kensington High W.14. Wes. 6631.

JEEPS—Britain's leading Jeep specialists, all spares

in stock; prompt delivery; rebuilt Jeeps; detachable

bodies; utilities; 24-hour service.

MONTAGUE, Ltd., Station Approach, Gun-

nersbury, W.4. Chiswick 3013, 0621.

JEEPS, right or l.h.d., range of bodywork, private or

commercial—Wick Auton. 1009—Jiffy Farm, Ham-

pton Wick, Kingston-on-Thames. (4718).

JEEPS!!—Several first-class Willys and Ford Jeeps

for sale—also comprehensive stock of spares—Autowork

Ltd., Winchester. Tel. Winchester 4634, 5406. (1010/R)

MANSSELL & FISHER (home or export) Jeep spe-

cialists—over 1000 Jeeps in stock; 12 months' guarantee; all spares stocked; contractors to overseas

Governments—11, Cadogan Lane, London, S.W.1.

Siouxs 4732, 4726.

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Jeep spares, parts, home and export; all spares

stocks; spares, parts, tools, fittings, batteries, oil, filters, etc.

631-335 High Rd., Chiswick, London, W.4. Chiswick 1919.

165 engs.—Jeep (Ford), registered October 1950, hood

and sides, front and rear wheel good, 1000 miles (axed); choice of 4 Jeeps. Terms: list; open 9-7 week days and Saturdays—Rowland Smith, Ham-

stead (Hamstead Tube), Hamstead 6041.

Jeep Wanted

ROWLAND SMITH'S, the Jeep buyers—Hampstead High St. (Hamstead Tube). Ham 6041. 10594/R

Jeep Spares and Service
(See under Jeeps.)

JACK OLDING & Co. Ltd., Willys-Overland distri-

butor, 10, Upper Ground, London, S.E.1. 10566/R

103 New Bond St., London, W.1. Mayfair 8551-6.

JENSEN

BROOKLANDS.—Individuality; new and used cars.

INTERCEPTOR saloon and cabriolet, mileage 1,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6.

JOWETT

CLARKE'S OF PIRBRIGHT.

DISTRIBUTORS. Day and night service in Guild-

ford, Woking and Aldershot areas.

GUARANTEED used Jowett products:—

1951 Javelin de luxe saloon, 950 miles only.

1949 Javelin de luxe saloon

NEW Javelin from stock

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT. Pirbright, Surrey.

RROOKWOOD 2201-2.

JOWETT

NEWNHAMS, Ltd. 2975.

1952 Jowett Javelin saloon, green, 700 miles only; 2975.

1952 Jowett Javelin House, 235-7-9, Hammersmith Rd., Lon-

don, W.8. Riverside 4646. (C3024)

GUY SALMON AUTOMOBILES offer:—

1951 Jowett Javelin saloon, excellent condition, 2975. (C4001)

1949 Javelin, green—Anthony Crook, Caterham 2232-3. (C1063)

EPSOM.—The Woodnote Motor Co., Ltd., main agents

for Jowett and Bradford, offer:—

1951 Javelin de luxe, turquoise, blue, many extras.

1952 Javelin standard, beige.

1952 Javelin de luxe, black; exchanges; deferred terms. (C4033)

1951 Javelin de luxe saloon, one owner, black with leather, excellent condition; 2975. (C4004)

1951 model Jowett Javelin de luxe saloon, finished in maroon, in excellent condition, one owner; 2975.

1952 Jowett service, spares, repairs and new and used

sales; factory-trained mechanics.

GUY SALMON, Ltd., 228-234, London Rd., Croydon, Cro. 362-2.

1949 Jowett Javelin in green with beige heater, out-

standing; 2955. (C324-6)

1938 (Nov.) Jowett 12hp saloon, exceptional order; £175. (E. M. Mendel, 85, Gt. Portland St., W.1. Lond. 2261-2.)

JOWETT and Javelin main agents, spares and special

agents—COLLIVER-FISHER, Ltd., Northgate 10422/R

1951 Javelin saloon de luxe, in turquoise, black, 2975.

1950 1950 model, in grey wireless, etc. both per-

fect—Bowman's Garage, Weybridge. Tel. 1265. (C1033)

COOTER & GREEN, Jowett Main Agents—Javelin

and Bradford spares and repairs, sales and service

10, Upper Ground, London, S.E.1. Tel. 22394. Beckenham, Kent. Tel. Beckenham 2555.

1951 Javelin, bronze, heater, radio, one owner, many

extras; exceptional condition, 3 months' guarantee; £275. (Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.1. Vandyke 1166. (C4034)

1950—Jowett 1390 10hp 4-cylinder saloon, black, 2975.

1950 model with special plated leather uphol-

stery, new style headlining, etc. both per-

fect—J. E. Davies, 10, Upper Ground, London, S.E.1. Tel. 22394.

1951 Jowett Javelin de luxe maroon, 24,000 miles, 2975.

1950 model with complete overhaul—Jowett

works, heater, radio, similar to 1951 model, but

prideously offered by one owner, £695 or nearest offer. Bitchley 459.

1951 Jowett Javelin saloon, 1951, full de luxe

new, 2975, model with special plated leather uphol-

stery, new style headlining, etc. both per-

fect—J. E. Davies, 10, Upper Ground, London, S.E.1. Tel. 22394.

1948 Jowett saloon, specially prepared for fastidious

customers—J. E. Davies, 10, Upper Ground, London, S.E.1. Tel. 22394.

1951 Jowett saloon, specially prepared for fastidious

customers—J. E. Davies, 10, Upper Ground, London, S.E.1. Tel. 22394.

1951 Jowett 12hp saloon, 1948 (October), black, 2975.

1950 model, 16,000 miles, 2975. (C4024)

1951 Jowett 12hp saloon, 1948, grey, £300; also Jowett

de luxe saloons, 1938, grey, £300; all above one owner

only; 1951 7hp saloon, green, engine overhauled, coach-

work perfect, £175—Bunting, Harrow. Tel. 2262-1.

Jowett Cars Wanted

CHESTER CAR MART, Ltd., wish to purchase Jowett cars—

2975. Euston Rd., N.W.1. Euston 1212. (10874/R)

ROWLAND SMITH'S.

ROWLAND SMITH'S the Jowett buyers—Hampstead

High St. (Hamstead Tube). Ham 6041. 10594/R

JUPITER wanted for sale—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424.

JOWETT Spares and Service

HAROLD RADFORD & CO., Ltd.,

Jowett Spares and Service

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

BEARTS, of Kingston M.G. specialists, sales, spares and repairs—102, London Rd., Kingston. Tel. KIN 3343. [C4038]

1951 M.G. T.D., numerous extras; £865.—Potter Ridge House, Woldingham, Surrey. Tel. 3160.

1938 M.G. 1½-litre 4-seater, excellent; £150.—payments—Vaughan, 17, Astwood Mews, S.W.1. [C4038]

1939 M.G. 1½ drop head four-seater coupe, guaranteed £365. payments—Oldfield, 388, Kensington High St., W.14. Wes. 6631. [C3029]

1950 M.G. TD 2-seater, black, spare unused; trade enquiries welcomed—H. C. Paul, Ltd. 32, Bruton Place, W.1. Mayfair 0621/2. [C3040]

1951 M.G. 1½-litre saloon, one owner, radio exchanged—Rowland Smith, 19, Astwood Mews, S.W.1. [C4016]

M.G. 1½-litre drop head coupe 1958, £350 overhauled, M.G. immaculate black with blue upholstery, heater; £425 o.n.o.; view London—Box 4578.

1951 (Feb.) M.G. 1½-litre 6 Light 4-door saloon, black, green leather upholstery, sun roof, an immaculate condition—Rowland Smith, 19, Astwood Mews, S.W.1. [C4015]

1949 M.G. T.C. 2-seater, finished metal; £450.—Pantries Service Garage, London Rd., Guildford, 5526. [C5055]

SOUTHPORT—1950 M.G. T.D., green, luggage grid, etc. speedo, reading 15,000, rear specimen condition and a bargain at £575.—Lilles, West St. Tel. 4774. [C299]

WALTER SCOTT, Ltd.—1947 M.G. T.C., green, beautiful condition; £565. terms, exchanges—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 5914. [C4006]

1951 (August) M.G. T.D., colour blue, beige leather, 14,000 miles; immaculate; £595.—Fraser-Nash Cars, Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C4015]

1939 M.G. 1½-litre saloon, maroon, bills shown £200 o.n.o.; £362, no engine, miles 60,000, outstanding example of M.G.; £360. o.n.o.—W. Wright, 54, The Square, Winchester. [C6053]

465 M.G. Midget, 1949, 1½-litre T.C. 2-seater, green, green leather, one careful owner, moderately used, £365. terms, exchanges—Rowland Smith, below.

395 M.G. Midget, late 1947, 1½-litre T.C. 2-seater, black, red leather, carefully used, excellent condition, taxed—Rowland Smith, 19, Astwood Mews, S.W.1. [C4015]

345 M.G. Midget, December 1946, 1½-litre T.C. 2-seater, red, red leather, excellent condition; choice of 8 T.C.s; terms, exchanges—Rowland Smith, below.

295 M.G. 1939 2½-litre sports saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1951 (March) M.G. 1½ saloon, bronze with red leather, fitted heater, one owner, 10,000 miles, as new; £750.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1602. [C6068]

A 1938-9 M.G. 1½ two-tone blue saloon with red leather, reconditioned engine, gear box, etc. fitted with new clutch, etc.; all bills available; taxed; unrepeatable; £250. H.P. and exchanges—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 8000 and 8094. [C3029]

M.G. Cars Wanted

C **M** **T**HE CAR MART, Ltd., wish to purchase M.G. Cars—320, Euston Rd., N.W.1. Euston 1212. [C0966/R]

ROWLAND SMITH'S. **R**OWLAND SMITH'S, the M.G. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [C0946/R]

PERFORMANCE CARS urgently require M.G. cars—Great West Rd., Brentford, Middx. [C3041/R]

XXX Cash immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [C2001]

UPONLY, required, 1947-51 M.G. 1½ saloon—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C2008]

WANTED, J2, PA, PB, TA, TB and TC models required for cash—Parade Motors (Mitcham), Ltd. 66-67, Monarch Parade, Mitcham. Tel. Mit. 3398. [C5056]

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair W.1. [C6054/R]

M.G. Spares and Service

W. JACOBS & SON. **W**E specialise in spares and repairs for all models of M.G. cars—W. Jacobs & Son, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [C4046]

TOULMIN MOTORS, M.G. Specialists, Staines Rd., Hounslow. See displayed advertisement page 6. [C0349/R]

PERFORMANCE CARS—M.G. sales, service, spares—Great West Rd., Brentford, Middlesex. Ealing 153041 R

M.G. Spares and Service

UNIVERSITY MOTORS, Ltd.—Large stock of M.G. spares outside the factory—7, Herford St., London, W.1. Gro. 4141. [C0505/R]

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, etc. specialises in particularly rare parts, dynamo, load springs, wheels, hub, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed performance in all our cars—P. Morley, Ltd., 19, Queen's Road, Queen's Rd., Wimbleton (Station). Tel. SW.19. Liberty 3083. [C4035/R]

MORGAN

SLOCOMBES, Ltd., The Morgan people.

WE always have a good selection of 3- and 4-wheeler Morgan cars, including vintage and restoration.

TERMS and exchanges with pleasure.

WRITE or call or phone

38 Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017]

1950 Morgan 4-door sports 2-seater, grey in super condition, throughout; £595.—Rowland Smith, 180-184, West End Lane, Hampstead, N.W.6. [C1024]

465 M.G. 4-door drop head coupe, 1949, £350 overhauled, black leather, two spares with one carefully original, miles 13,000, excellent condition; terms, exchanges—Rowland Smith, below.

425 M.G. 4-door, late 1949, 1½-litre sports 2-seater, grey in super condition, throughout; £595. terms, exchanges, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

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465 M.G. 4-door, 1949, 1949, 1½-litre drop head coupe, black

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1946 Morris 8 saloon, excellent condition: £325.—
Willesden, 18, Balham Hill, S.W.12. Balfour
3280-5769.

1947 Morris 8 2-door sun saloon, one owner, 21,000
miles only, really immaculate, 3 month
guarantee: £255.

C. MORRIS LTD., Queen's Head Garage, East
End Road, N.E. Finchley 6336 (3 lines).

1948 Morris 8 4-door saloon, black, 15,000 miles,
one owner, £255.—Willesden, 5, Willesden
High Rd., Surbiton. Embrières 1873.

1947 Morris 8 4-door saloon, original owner, very
carefully maintained: £325. terms, exchanges
—H. Rose, The Lynch Garage, Uxbridge 122. [C1048]

1947 Morris 8 4-door saloon, in very good order
High Rd., Wembley 9767-6. [C1049]

295s.—Morris 8 1946 de luxe saloon, black, sliding
head, brown leather, one owner, very good con-
dition, terms, exchanges.—Rowland Smith, below.

225s.—Morris 8 1939 saloon, black, excellent condi-
tion, terms, exchanges.—Rowland Smith, below.

165s.—Morris 8 1937 de luxe saloon, green, sliding
head, green leather, good condition, terms,
exchanges.—Rowland Smith, below.

125s.—Morris 8 April 1938 2-seater, maroon, good
condition, terms, exchanges.—Rowland Smith,
below.

125s.—Morris 8 1935 (registered 1936) de luxe 2-
door saloon, maroon, black, sliding head, good
condition, terms, exchanges.—Rowland Smith,
Hampstead (Hampstead Tube). Hampstead 6041.

1938 Morris 8 saloon de luxe, reconditioned engine,
£180.—Palmers Motors, Ltd., 85, York St., Twickenham.
[C1048]

1939 Morris 8 series E 2-door fixed head saloon,
black, brown upholstery, very good condition
throughout: £225.—Holbrook Motor Co., Ltd., Richmond
Bury. Tel. 4014. [C1048]

Morris 8 Cars Wanted
ROWLAND SMITH'S.

R. OWLAND SMITH'S, the Morris buyers.—Hampstead
High St. (Hampstead Tube). Ham 6041. [C1076/R]

R. REQUIRED immediately, good Morris 8.—G. Edwards,
Amenbury Lane, Harpenden, Herts. Tel. 118.
[C1020]

MORRIS TEN

COACHCRAFT offer:—
£225.—1939 Morris 10 saloon, owned by same family
from new, reconditioned, in perfect order, a very exceptional
car, 3 months' written guarantee; terms and exchanges.—
Coachcraft, Elm Hill, Evesham. Tel. 6539. [C1063]

1947 Morris 10 sal., black/brown leather, 31,000
miles, one owner, ex cond.—
TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2.
Temple Bar 3356. [C1049]

1939 Morris 10, immaculate condition throughout:
£355.—AGADIAN MOTORS, 311, Trinity Rd., Wandsworth
Common. Battersea 5575. [C1045]

£150 genuine 1938 Morris 10 series III de luxe
saloon, bargain.—Bray Motors, 190, E. 6490. [C1064]

1946 Morris 10, excellent condition throughout:
£295.—Brookdale Motors, 102, High Rd.,
Uxbridge. Tel. 180, 10 a.m. to 7 p.m. [C1050]

1948 Morris 10 de luxe saloon, one owner, small
miles, black, immaculate: £295; offers.—
Kings Motors, 1, High St., Hounslow. Tel. 3209.

WALTER SCOTT, Ltd.—1946 Morris 10, black, ex-
ceptional condition: £345.—39, College Crescent,
Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 4006.

395s.—Morris 10 1948 de luxe saloon, grey, sliding
head, brown leather, one careful owner, excellent
condition, taxed; terms, exchanges.—Rowland Smith,
below.

345s.—Morris 10, October 1946, saloon, black, one
careful owner, good tyres, excellent condition,
terms, exchanges.—Rowland Smith, below.

195s.—Morris 10 1939 de luxe saloon, black, sliding
head, brown leather, one owner, good condition;
terms, exchanges; list, open 9-7 week-days and Satur-
days.—Rowland Smith, Hampstead (Hampstead
Tube). Hampstead 6041. [C1048]

1940 Morris 10 4-door saloon, blue with blue leather
upholstery, recent serviced engine, good
tyres, excellent condition; bargain £295.—John Jordan,
Sandy Beds. Sandy 64. [C1025]

1948 Morris 10 saloon, black and green with brown
leather, one owner: £395.—Peter, Bantock Cr.,
Sales, 104, High Rd., Chiswick, W.4. Chiswick 5870. [C1014]

1947 model Morris 10 saloon, finished in the original
black and unblemished black, with brown interior,
the engine and gearbox in excellent condition, the
condition and the appearance is equal to new; offered at
the low figure £325.

M. MAIDSTONE ENGINEERING Co., Cross St., Pendle-
ton, Salford, 6, Manchester. Tel. 3457. [C1000]

Morris Ten Cars Wanted

R. OWLAND SMITH'S, the Morris buyers.—Hampstead
High St. (Hampstead Tube). Ham 6041. [C1077/R]

MORRIS TWELVE

1938 Morris 12 saloon: £150.—Beardmore 28,
Queensway, W.2. Bayswater 0156. [C1015]

The Autocar

MORRIS TWELVE

DICKS.

1938 Morris 12 saloon de luxe, very much above
average condition: £295.

DICKS CAR SALES Ltd., 295-401, High Rd., Kilburn.
[C1072]

225s.—Morris 12 1938 Series III de luxe saloon,
black, sliding head, brown leather, excellent con-
dition; taxed; terms, exchanges.—Rowland Smith, below.

49s.—Morris 12 1935 saloon, black, good condi-
tion; terms, exchanges; list, open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hamp-
stead Tube). Hampstead 6041. [C1048]

Morris Twelve Cars Wanted
R. SMITH'S, the Morris buyers.—Hampstead
High St. (Hampstead Tube). Ham 6041. [C1076/R]

MORRIS OXFORD

NEWNHAMS, Ltd.

1949 Morris Oxford saloon, grey, one owner: £495.

N. NEWNHAM House, 235-7, W.2. Rivermead Rd., Lon-
don, W.6. Rivermead 4646. [C1084]

BLUE STAR GARAGES, Ltd., offer:—

1950 Morris Oxford saloon: £585.—63. Fortune Green
Rd., N.W.6 (Ham 2211). 16249

BLUE STAR GARAGES, Ltd., offer:—

1950 Morris Oxford, black, brown, leather, good
upholstery, immaculate car: £600.—Fortune
Green Rd., West Hampstead, N.W.6. Ham 2211.
[C1048]

800 miles.—1952 Morris Oxford saloon: £600.—
Kingsbury 4. Tel. Regent 4. [C1048]

1951 Morris Oxford, perfect condition throughout
—Anthony Creek, Caterham 2232 5. [C1065]

1951 Morris Oxford saloon, excellent condition:
£895.—Mayfair 3680. [C1050]

1951 Morris Oxford saloon, one owner, in first-class
condition throughout: £525.—F. Dove,
Ltd., Guildford Rd., Woking. Tel. 1282. [C1078]

1949 (May) Morris Oxford saloon, green, beige in-
terior, new battery: £4900 miles, practically
new. Dunlop 1000 miles, £4900 miles, £4900 miles.
[C1048]

M. MCKINNON MOTORS, Ltd., "Langham House," 5,
Stafford Rd., Wallington, Surrey. Established 1906.
Tel. Wallington 3404. [C1028]

1952 Morris Oxford saloon, radio: £100 under list
Gibson & Sons, Ltd., 246/252, Desborough
Manchester, 3. Tel. Deanegate 3325-6. [C1028]

1951 (April) Morris Oxford saloon, black, brown
leather (latest type Dunlopillo upholstery).
£2000 miles, as new; free of B.M.T.A. restrictions:
£695. [C1048]

W. J. BROWN, Ltd., established over 30 years,
339, Finchley Rd., N.W.3. Hampstead 4414. [C1025]

Morris Oxford Cars Wanted

C

M. THE CAR MART, Ltd., wish to purchase Morris Oxford
cars.—150, Park Lane, W.1. Grosvenor 5434.
[C1077/R]

URGENTLY wanted from original private owner, late
model Morris Oxford saloon.—Wilson (S) Ltd.,
Ltd. Morris House, Chandos St., Slough, Bucks. Slough
21429. [C1048]

R. OWLAND SMITH'S, the Morris buyers.—Hampstead
High St. (Hampstead Tube). Ham 6041. [C1076/R]

10-MILEAGE Oxford or similar required now.—
S. Streatham Hill, S.W.2. Tel. Hill 4486. [C1084]

MORRIS SIX

R. F. FUGGLE, Ltd.

17300 miles.—1950 Morris Six, colour maroon, up-
to-date matching, £495.—Bushy Heath, Herts. Tel.
1685. [C2017]

1950 (August) Morris Six, black and brown, one
owner, £525.—Eric Hayes Ltd., 13, Bishops Bridge Rd., Padding-
ton, W.2. Paddington 0289. [C2033]

1951 Morris Six, 7,000 miles: £675.—John Gray, 20,
Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

Morris Six Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Morris Six
cars.—150, Park Lane, W.1. Grosvenor 5434.
[C1075/R]

M. Morris Miscellaneous Cars Wanted

R. S. OWLAND SMITH'S, the Morris buyers.—Hampstead
High St. (Hampstead Tube). Ham 6041. [C1076/R]

M. W. GUL, 2767. [C1024/B]

H. HATTON'S, of Lord St., Southport, will buy Morris
1938 to 1950, 8 to 14 hp, in condition above average
FOT 92/R

Morris Garage and Service
MORRIS—Genuine spares and specialist repairs
service immediately available in the West End.
S. MORRIS & Co., Cleveland Garages, Cleveland St.,
S.W.1. Tel. Mus. 1952-8574. [C1054/R]

MORRIS Ship series E exchange reconditioned engines
for sale.—Edward Engineering Co., Ltd., 7, Bridge
Works, Great West Rd., Brentford. Chiswick
7751-2-3-4. [C1017/R]

DISTRIBUTORS (RAWLENE), Ltd.—Sales, service
and spares.—Blindley Heath, nr. Linslade, Surrey.
Tel. 330-1. [C1017/R]

1939 Oldsmobile 23hp saloon de luxe, black,
head, brown, leather, good tyres, ammeter, £600.—
Rogers Garage, Wellesley Ave., Hammersmith.
[C1054]

OLDSMOBILE 1949 Rocket 88 convertible, one car
owner from new: 18,000 miles. Bited head,
head, brown, leather, good tyres, ammeter, £1000.
[C1054]

OLDSMOBILE 1949 Rocket 88 convertible, one car
owner from new: 18,000 miles. Bited head,
head, brown, leather, good tyres, ammeter, £1000.
[C1054]

M. MELVILLE & MUNDY, 280, Old Brompton Rd.,
S.W.3. Tel. Farnham 5471. [C1054]

OLDSMOBILE 1949 Rocket 88 convertible for London, Middle-
sex and adjoining counties.—Les Garage 1, 2, Lexington St.,
Lexington 1. Tel. Gerrard 9600. Service Workshops and
Spares Parts, 7, Pembroke Villas (nr. Westbourne
Groves), W.2. (Bayswater 6268-7). [C1054/R]

DISTRIBUTORS (RAWLENE), Ltd.—Blindley Heath,
nr. Linslade, Surrey. Tel. 330-1. Will buy old and
pre-war models at good prices. [C1017/R]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

L. E. GARAGES, Ltd., are interested to buy recent

model Oldsmobile cars.

L. E. GARAGES, Ltd., 2, Lexington St., W.1. Gerrard
9600. [C1054/R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Olds-
mobile buyers, Wembley 0891/3905. [C1045/R]

DISTRIBUTORS (RAWLENE), Ltd.—Blindley Heath,
nr. Linslade, Surrey. Tel. 330-1. Will buy old and
pre-war models at good prices. [C1017/R]

OPEL

MAYNERS MOTORS Ltd.—Opel distributors, buyers
and sellers of all makes of cars, in a wide range of
models, complete or partially complete, for change
engine and unit service. 10, Southampton
St., Southampton. Tel. 3266-4344. [C1026/R]

95s.—Opel Cadet, December, 1957, saloon, black,
very good condition, taxed; choice of three Opel:
terms, exchange list, 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube). Hampstead 6041. [C1018]

Opel Cars Wanted

R. OWLAND SMITH'S.

R. OWLAND SMITH'S, the Opel buyers.—Hampstead
High St. (Hampstead Tube). Ham 6041. [C1080/R]

PACKARD

L. E. LEONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires, offer:—

A. SELECTION of low-mileage post-war Packard cars:
1949, 1950, 1951, 1952, 1953. Tel. 3266-4344.

L. E. LEONARD WILLIAMS & Co. (1940), Ltd., Packard
Buildings, Great West Rd., Brentford, Middlesex.
[C1028/R]

1937 Packard 33hp saloon, black, immaculate con-
dition throughout. £200 recently spent on
classic: £2000. [C1017/R]

H. A. SAUNDERS, Ltd., 326-330, Kustom Rd., N.W.1.
Euston 4511. [C1028/R]

1939 Packard 30 saloon, guaranteed: £255; pay-
ments—Oldfield 386, Kensington High St., W.14. Wes.
[C1020]

1939 Packard coupe 30hp, recently completed, colour
recommended: £250. [C1020]

—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3.
Kensington 4588. [C1028/R]

IMOUSINE 1939 Super-8 Deluxe Coachwork, parti-
tive, 7 forward, black, reasonable mileage, private
owner, £700. [C1020]

L. ALPE & SAUNDERS, Providence Court, North
Audley Street, Mayfair 2941. [C1006]

Packard Cars Wanted

L. E. LEONARD WILLIAMS & Co. (1940), Ltd.,

Packard spares, repairs specialists.—97, Fulham Rd., S.W.3.
[C1028/R]

L. E. LEONARD WILLIAMS & Co. (1940), Ltd., Packard
Sole Concessionaires, Packard Buildings, Great West
Rd., Brentford, Middlesex. Ealing 3400. [C1049/R]

PLYMOUTH

S. SIMPSONS MOTORS (WEMBLEY), Ltd.—For full

list see under "American Cars." [C1045/R]

S. SIMPSONS MOTORS (WEMBLEY), Ltd.—For full
list see under "American Cars." [C1045/R]

1940 Pontiac sports saloon, radio, heater, etc.
beautiful condition: £895.—Sidney Marcus
Ltd., 53 Sloane St., S.W.1. Tel. Sloane 3557. [C1030]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Pontiac Cars Wanted

IMPSONS MOTORS (WEMBLEY) Ltd., the Pontiac buyers.—Wembley 6691-5903
[C96015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 344-4200.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

Porsche Spares and Service
COLBORNE GARAGE Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc. for the Porsche.—Tel. Ripley 2361.

RACING CARS

COOPER'S GARAGE (SURREYBURN) Ltd., of Surbiton Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1.000cc formula racing cars.

RATTLON

MAJOR J. F. S. BARBER, 10, Sussex Mews East, All models available and wanted. [C1078/R]

A ONE MOTORS (LONDON) Ltd.—Second to none A selection: also spares, reconditioned engines and after-sales service. 10, North Side, Wandsworth Common, S.W.18. Vandye 5181.

RENAULT

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd. [C96015/R]

SURBITON, Elmbridge 1873, offer the following Renault model, taxed under 12,000 miles. £525.

1951 8.3 4-door saloon, choice of 3; from £345.

1949 8.3 4-door saloon, choice of 3; from £345.

1939 8.3 saloon de luxe; from £250; choice of 2.

1939 12hp saloon de luxe, black: £275. [C1012/R]

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acon 3266. [C9421/R]

Renault Cars Wanted

OWLAND SMITH'S, the Renault buyers, Hampstead High St. (Hampstead T. 1). Ham. 10982. [C962/R]

WELHAMS'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton Elmbridge 1873, purchase all models.

RICHARDSON & CARR buy rear-engined Renaults—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424.

Renault Spares and Service

DISMANTLING 1937 Renault 18/4 coupe, all parts, other models.—Motolympia, Oswestry, Tel. 480-481. [C954/R]

G-LAWNFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 20531.

RILEY

DICKS.

1938 Riley 2½-litre Kestrel saloon, last of the original Rileys, all aluminium body, fitted overdrive, 4-speed gearbox, 1950. [C1072/R]

DICKS CAR SALES Ltd., 395-401, High Rd., Kilburn, Maida Vale 6688-9.

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1947-8 Riley 2½-litre saloon, original black leather upholstery unmarked, negligible mileage; a really superb example. Tel. 20531.

HIRE PURCHASE terms on the spot with no references, no formalities or guarantees. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6644 connecting all branches and departments (Kilburn Park Station). Bakersloo line. [C4047/R]

JACK ROSE Ltd., offer:—

6000 miles only; Nov. 1951 Riley 2½-litre saloon, in cream and red hide upholstery, absolutely as brand new; the most attractive car on the road; accept £1,000. Tel. 20531, 20532, 20533, 20534, 20535, 20536, 20537, 20538, 20539, 20540, 20541, 20542, 20543, 20544, 20545, 20546, 20547, 20548, 20549, 20550, 20551, 20552, 20553, 20554, 20555, 20556, 20557, 20558, 20559, 20560, 20561, 20562, 20563, 20564, 20565, 20566, 20567, 20568, 20569, 20570, 20571, 20572, 20573, 20574, 20575, 20576, 20577, 20578, 20579, 20580, 20581, 20582, 20583, 20584, 20585, 20586, 20587, 20588, 20589, 20590, 20591, 20592, 20593, 20594, 20595, 20596, 20597, 20598, 20599, 20510, 20511, 20512, 20513, 20514, 20515, 20516, 20517, 20518, 20519, 20520, 20521, 20522, 20523, 20524, 20525, 20526, 20527, 20528, 20529, 20530, 20531, 20532, 20533, 20534, 20535, 20536, 20537, 20538, 20539, 20540, 20541, 20542, 20543, 20544, 20545, 20546, 20547, 20548, 20549, 20550, 20551, 20552, 20553, 20554, 20555, 20556, 20557, 20558, 20559, 20560, 20561, 20562, 20563, 20564, 20565, 20566, 20567, 20568, 20569, 20570, 20571, 20572, 20573, 20574, 20575, 20576, 20577, 20578, 20579, 20580, 20581, 20582, 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£150 nearest—Rolls-Royce 45.3hp Phantom I. February, 1929. Sedanca saloon, Wimborne body, looks modern. Ideal hire car, seven-seater. Rolls Royce, 1938. 25/30hp. Excellent condition, genuine overhaul, guaranteed, good, wants silence, repair, small upholstery repairs, wings touching up; would exchange smaller car, or as above. Box 4392. (C3004)

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R **OVER 10** saloon, first registered February, 1938, black with brown leather upholstery, heater; this splendid model has first been works serviced by Henrys, Grancourt. Rover distributor and agent, excellent condition, works guaranteed, and 18 days free guarantee, available, price £745; full list by return post.—Euston 4444. (10612)

245 **gns**—Rover 1938, 25hp de luxe saloon, black, brown leather, one careful owner, exceptional condition, tax-free terms, service, list; open 3-7 week-days Saturday, Wimborne Heath, (Hampstead Tube). (C4018)

£595 !!—March 1947 Rover 10 de luxe saloon, in natural varnished oak, 5 new tyres, 65,000 miles recorded guaranteed; £1,250.—Frank Dale, 27, Hereford St., Kensington, S.W.7. (C3007)

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R **OLLS-ROYCE** Phantom II owner-driver sports saloon, 1935. chassis No. 5787Y: this is the highly desirable Continental model. This F.I.I. is in every respect an exceptional example, fitted with very attractive 4-door sports saloon coachwork, leather upholstery, chrome perfect, open to any trial or examination; £585 or would exchange perfect Rolls Replica drop head or similar.—Grosvenor 2635 and after 6 p.m. Kensington 4205. (C4012)

ROLLS-ROYCE Spares and Service

J **ACK OLDING**, Official Retailers and Repairers, receive mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. (S1030-R)

A **LL** spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 18 months for the above models; full repair service at reasonable charges; also, chassis, body, engine, complete. 68, Weston St., Crystal Palace. S.E. 19. Tel. Liv. 3362. (10604/R)

R **OVER 10** saloon, first registered February, 1938, black with brown leather upholstery, heater; this splendid model has first been works serviced by Henrys, Grancourt. Rover distributor and agent, excellent condition, works guaranteed, and 18 days free guarantee, available, price £745; full list by return post.—Euston 4444. (10612)

245 **gns**—Rover 1938, 25hp de luxe saloon, black, brown leather, one careful owner, exceptional condition, tax-free terms, service, list; open 3-7 week-days Saturday, Wimborne Heath, (Hampstead Tube). (C4018)

£595 !!—March 1947 Rover 10 de luxe saloon, in natural varnished oak, 5 new tyres, 65,000 miles recorded guaranteed; £1,250.—Frank Dale, 27, Hereford St., Kensington, S.W.7. (C3007)

R **OLLS-ROYCE** 20/25 razor-edged Sedanca de Ville by Wimborne, a magnificent-looking car in black with basketweave finish on rear quarters and doors, very good chassis. £795. —Clarke's of Pitlochry, Official Agents for Rolls-Royce Retailers, Pitlochry, Perthshire, Scotland. (C3004)

£150 nearest—Rolls-Royce 45.3hp Phantom I. February, 1929. Sedanca saloon, Wimborne body, looks modern. Ideal hire car, seven-seater. Rolls Royce, 1938. 25/30hp. Excellent condition, genuine overhaul, guaranteed, good, wants silence, repair, small upholstery repairs, wings touching up; would exchange smaller car, or as above. Box 4392. (C3004)

ROVER 12

M **ESES & MEBES**, Ltd. (Est. 1895), offer:-

1946 Rover 12hp de luxe saloon & light saloon, black, brown, grey, hide, upholstered, excellent throughout, carefully maintained by late owner, taxed £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C5012)

COOMBE & SONS (GUILDFORD), Ltd., offer:-

1938 Rover 12, perfect condition. £475.

COOMBE & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. (C5012)

!! Chippend Motors, Ltd.—See our advertisement under "Sports Cars."

1946 Rover 12, perfect condition. £475.

COOMBE & SONS (GUILDFORD), Ltd., Portmouth Rd., Guildford. (C5012)

!!</b

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

NEWNHAMS, Ltd.

1951 Rover P4 saloon, beige with red leather, guaranteed mileage 5,574; £1,195.

EVANS (WIMBLEDON) LTD., Hammersmith Rd., London, W.6. Riversdale 4649. [C3024]

R. F. PUGGLE, Ltd.

4000 miles—75 Rover P4, genuine mileage 4,000, condition, specially finished in beige, leather, the whole in every way indistinguishable from new; £1,690.

1950 Rover 75 P4 saloon, black with red upholstery and accessories including H.M.V. radio, chauffeur maintained, first-class condition throughout; £1,195.

R. P. PUGGLE, Ltd., Bushey Heath Herts. Tel. R 1685.

HENLYS, Ltd., offer:—

1951 Rover 75, black with green leather upholstery, one owner, low mileage, in beautiful condition throughout, works serviced by Henlys. England's largest Rover distributor, used guarantee and 7 days free trial; price £1,45; full list to return post. Euston 45610.

SAUL & SLATTER, Ltd., offer:—

1952 Rover 75 saloon, green, 4,000 miles, immaculate condition; £1,325.

44—Aldermans Hill, N.13. Tel. Palmers Green 1205-7173.

CHARLES FOLLETT, Ltd., offer:—

4200 miles only, 1951 Rover P4 saloon, black, built-in radio, heater, car as new in every respect, guaranteed; £1,275.

18—Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

1953 series Rover saloon, one week old; list price—Ernest Sutton. Tel. Roseate 4.

1950 Rover P4 saloon, black, green leather, one owner; £975—Odeon Motors, Ltd., 8500. [C3028]

5960 miles—Rover P4 saloon, 1951; another July, Tel. Roseate 4, 15,000 miles—Ernest Sutton. Tel. Roseate 4.

1950 (Oct.) Rover 75 P4 saloon—Green & Zonis, 246/252, Deansgate, Manchester, 5. Tel. Deansgate 3325-6.

1950 Rover P4, black, grey leather, radio, heater, built-in cover—J. L. Morris, Co., 10, Clarendon Rd., Conduit St., Leicester 60319. [C1059]

1952 (August) Rover P4 saloon, black, H.M.V. radio, 3,000 miles; exchange considered—John Avery, 228-230, Banbury Rd., Oxford. Tel. Oxford 59553. £795!!!

Rover 75 saloon de luxe (January) 1949, in black, with luxurious leather upholstery, built-in heater, radio, heater, built-in cover and tan leather covers, late property of well-known motoring correspondent, maintained and serviced by expert staff; £985 blue, a low mileage specimen, fitted radio and heater.

ALDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. Open all day Saturday, December 27th. [C1035]

1953 Rover P4 saloon, first registered 26/11/52, guaranteed mileage 470 only, finished green with green leather, fitted with radio; list price with radio, etc., £1,546 19/11; accept £1,425—Herbert Robinson, Ltd., Cambridge. Tel. 4461.

ROVER 20

£495!!! Rover drop head, one of the very rare 20hp models, 1952, 40 four-mile couple with the attractive black leather seats, the car has been passed through our own workshops where over £100 has been expended on expert reconditioning, coachwork, hood and up-dated electrics. The car is in excellent overall mechanical condition and performance cannot fail to appeal to the true Rover connoisseur, numerous extra fittings, including leather seats, a superbly well fine-tuned radio, screen heaters, etc., complete set of tools and instruction manual as issued when the car was new.

ALDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. Open all day Saturday, December 27th. [C1035]

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 month specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-4. [1140]

THE Land-Rover Specialists, Harvey Hudson, Ltd., offer:—

1951 Land-Rover, 11,000 miles; £485.

1950 Land-Rover, 11,000 miles; £425.

HARVEY HUDSON, Ltd., High Rd., South Woodford, London, E.18. Tel. Wanstead 0056. [C2059]

1949 (July) Land-Rover, 13,000 miles, one owner private use; £365 or part exchange.

GEORGE NEWMAN & Co., 669, Euston Rd., N.W.1. Euston 4466.

GUY ALFREDS & Co., Ltd.—1950 Land-Rovers, imported from America, owned from £295. Tel. 41005.

475s.—Land-Rover, 1951, dark green, hood, Pertronix side screens, spare wheel, one private owner, 14,600 miles, practically new condition; taxed; terms, £1,450; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead. Tel. 4641.

[C4013]

LAND-ROVER

1950 with canvas top, 11,000 miles; £475; h.d. and accessories—Evans (Wimbledon), Ltd., 1952. [C3059]

8000 miles only—1950 Land-Rover fitted with special export detachable combi-boot two costing £160, fully equipped with extra seat and spare unused. £495; also

ROVER MISCELLANEOUS

HENLYS, Ltd., ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor Hotel) 385, Euston Rd., N.W.1. (Euston 4444.) DEPOTS at:—

MANCHESTER (Blackfriars 7843). BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6514). NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77). HOUNSLAW (Hounslow 5454).

FINCHLEY (Finchley 0081). GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141). HENLYS, Ltd., England's Leading Motor Agents. [0095/R]

BEARDS of Kingston, Rover specialists, sales, spares, repairs—192, London Rd., Kingston, Kingston 3546. Tel. 47091. For Rover 75—412, London Rd., London 1000.

R. East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0701/R]

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service—75, Manningham Lane, Bradford. Tel. 26927-6. [0213]

Rover Miscellaneous Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Rover cars, 150, Park Lane, W.1. Grosvenor 3434. [0971/R]

ROWLAND SMITH'S, The Rover buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R]

RECONDITIONED units and spares—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 49091.

A UTOMOVERS—Automovers, Ltd., London 1000. Perry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

GORDON CARS (LONDON), Ltd., the London Spares Distributors, for spares, repairs and service—82, Albion's Lane Golders Green, N.W.11. Speedwell 4701-2. [0635/R]

SINGER

1948 Singer 10 saloon, very well kept, one owner, new engine, identity—F. Sheldene, 19, Fletchett, Woodlawn, Ltd., Popham St., Nottingham. Tel. 41036. [0014]

CHILTERN CARS offer a 1948 series Super 12 saloon, carefully used, exceptional condition throughout; £295, plus exchange—1, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 41360. [C1045]

MANCHESTER, South Lancashire, North Cheshire; specialised sales service and spares facilities—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate Manchester. Deansgate 4507. [0599/R]

SINGER 9 November, 1951 (1952 Series). 4 1/2 BHP, one car, one owner, small miles, good tyres, original spare unused, almost new condition; taxed, £100—S.A.B. sports; terms, exchange—Rowland Smith, South below.

495 saloon—Singer 1500. November 1949 saloon, good tyres, excellent condition; taxed, terms, exchange, Rowland Smith, below.

1950 Singer 9, late 1951 de luxe 4-door saloon, 1000 miles, good condition, taxed, terms, exchange, Rowland Smith, Hampstead. [C1018]

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, The Singer buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R]

Singer Spares and Service

RECONDITIONED units and spares—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 49091.

A UTOMOVERS—Automovers, Ltd., London 1000. Perry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

GORDON CARS (LONDON), Ltd., the London Spares Distributors, for spares, repairs and service—82, Albion's Lane Golders Green, N.W.11. Speedwell 4701-2. [0635/R]

SPORTS CARS

BLAKES.

THE Northern Sport and

RACING Car Specialists.

BLAKES buy, sell and repair racing and sports cars, and where possible, quotations.

BLAKE & Co., Ltd.,

110 Bold St., Liverpool.

JACOBS 6522. Grams, Autocar, Liverpool.

[C1030]

ACRES offer:—

1939 Raymond May special open 4-seater, finished black, in very good condition with leather upholstery to match, excellent tyres and other components, the very potent 8-cylinder motor has been recently completely overhauled and has been carefully maintained and is in excellent condition, open to offers—ACRES AUTOS, Ltd., 126, Streatham Hill, London, SW.2 Tel. Tulse Hill 1909, and at 10 and 11, Parsons, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1028]

MERCURY offer:—

TO everyone a happy Christmas and a prosperous New Year which we will do our best to give you attain by continuing to offer a selection of first-class cars at prices to suit any pocket, all obtainable on our open terms, open to offers, and money paid in full or increments as no cost to yourself, also a selection of a dozen cars to choose from; hours 9-6. Sundays 10-1, indoors.

MERCURY MOTORS, Universe House, 224-6, Harrow Rd., Wembley, Middx. Wembley 6059-9. [C1013]

CHARACTER CARS

CORDIALLY invite you to visit additional premises in Croydon, where a selection of sports, vintage and other cars of quality is available for examination and where our specialists repair and reconditioning, and where our specialists repair and reconditioning, and where our specialists repair and reconditioning, a complete, knowledgeable and enthusiastic service for the discriminating owner-driver.

124 Westerley Court Rd., George St., E. Croydon, Croydon 2555. [C1044]

B. & O. MOTORS offer:—

THE following special Christmas bargains:—

£69—Riley 9HP open sports 4-seater, black, good hood and full set of side curtains, all original, very sound battery, etc., everything works, economical, roomy and inexpensive both the buy and to run taxed.

£95—Austin 7 special sports 2-seater, rebuilt this year, Ford 999, open 2-seater, good hood and full of pep, designed for trials work and definitely scrambly, taxed.

£105—Austin 7 Ulster type sports 2-seater, modified and improved, good hood and body, bright and attractive car, with British racing green cellulose, literally unmarked, taxed.

£125—Austin 7 Nippy, sports 2-seater, 1935, spotless condition, small mileage; £395—D. J. Shepherd & Co. (Enfield), Ltd., 435, Herford Rd., Enfield, Hertfordshire 1631. [C1056]

£120—Wolseley Hornet Special fitted with the very pretty March Special sports 2/4-seater body, red, twin carburetors, open 2-seater, adjustable front and rear suspension, low roof, louvred bonnet with twin bonnet straps, good hood and tonneau cover, most desirable and gubbin car, taxed.

£85—For the weather-shy! Austin 10 1934 4-door saloon, dark blue, tidy furnishings, very well trained by last careful owner, taxed and ready for your Christmas trip!

MANY other sports cars in stock; terms, exchanges, etc.—A. & J. Motors, 166, New Road, Arlington Rd., Camden Town, N.W.1. Gulliver 5575. [C1019]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

WINDMILL GARAGE, Great West Rd., Brentford. Middlesex. Tel. 8941.

ONLY 3 minutes from Northolt Tube Station, Piccadilly or District Underground.

WEST End Show Hall, 107, New Cavendish St., W.1. Museum 8221.

PICK YOUR choice from the latest sports car show in Britain.

COMPARE all the different models, over 100 cars, plainly marked with year and price.

WITTEN GUARANTEES: immediate h.p. and insurance: S.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALLARD J2, 1951. Arden body, new until '59. £995.

ARMSTRONG SIDDELEY Hurricane 16hp coupe, 1948. £445.

ALVIS Speed 25 V.D.P. tourer, 1939. £395; Alvis Speed 20 V.D.P. tourer, 1934. £165.

ALVIS Speed 25 V.D.P. tourer, 1939. £395; Alvis Speed 20 V.D.P. tourer, 1934. £165.

ALVIS Speed 25 V.D.P. tourer, 1939. £395; Alvis Speed 20 V.D.P. tourer, 1934. £165.

ALVIS Speed 25 V.D.P. tourer, 1939. £395; Alvis Speed 20 V.D.P. tourer, 1934. £165.

BENTLEY 6½-litre V.D.P. tourer, 1936. £145. B.S.A.

BENTLEY 5½-litre Mulliner sports saloon, 1935. £665.

BENTLEY 5½-litre 2-seater, 1937. £145.

ADLIMER 2½-litre Barker coupe, overdrive, heater, one owner, 1936. £125.

FIAAT 500 cabriolet, 1938. £195. Fraser Nash-B.M.W. 45 cabriolet, 1938. £265.

HILLMAN Minx 10hp d/h foursome, 1939. £265; Hillman Minx 10hp saloon, 1936. £195.

JAGUAR 2½-litre saloon, 1939. £265; Jaguar 2½-litre sports saloon, 1939. £265.

LAGONDA 4½-litre Ulster Le Mans winner, 1934. £395; Lagonda 3½-litre V.D.P. tourer, 1931. £145.

LAGONDA 3½-litre V.D.P. tourer, 1935. £195; Lagonda 3½-litre V.D.P. tourer, 1936. £165.

LAGONDA 4½-litre V.D.P. tourer, 1934. £295; Lagonda 2½-litre V.D.P. tourer, 1932. £165.

MORGAN 4/4 supercharged 2-seater, 1937. £265; Morris 8 2-seater, 1937. £195.

M—See large selection under M.G. column; try us.

PONTIAC Silver Streak Six 2½-litre d/h luxe saloon, radio, specimen, 1938. £295.

RILEY 16/6 Aldephi saloon, 1936. £195; Rover 16hp sports saloon, 1938. £245.

ROVER 12½-litre 4-cyl. sedan, 1936. £195.

SHILL 2½-litre competition 2-seater, 1937. £265; Standard 2½-litre d/h coupe, 1938. £245.

SINGER 9 Aerodynamic 2-seater, 1935. £135; Singer 9 Le Mans winner, 1935. £145.

SINGER-M-TA 2½-litre 2-seater, 1946. £305; Talbot 105 N.D.P. tourer, 1936. £245.

WOLSELEY Hornet 14hp 2-seater, 1936. £125; Wolseley Hornet 12hp 4-seater, 1932. £75.

PERFORMANCE CARS.

[C1041]

CHILTERN CARS offer:—

ALFA-ROMEO supercharged 8-cyl. 2.5-litre 2-seater, A modern coachwork, comprehensive all-weather equipment. £525.

COOPER-RILEY 1.080cc competition 2-seater, probably fastest 1.160cc sport car in this country. £495.

FORD 1932 Model A 2½-litre 4-cyl. 2-seater, completely rebuilt, new all-weather equipment. £160.

LAGONDA 1936 4½-litre LG.45 foursome drop head coupe, excellent condition throughout; £395.

MORRIS 1939 12-4 4-door saloon, four new tyres, excellent condition throughout; £65.

MORRIS 1938 12-4 2-seater, extremely good condition throughout, new tyres. £245.

MORRIS 1932 750cc C-type Montlhery Midget 2-seater, £160.

MORRIS 1934 J-type Midget foursome saloonette, new tyres, excellent condition; £160.

MORRIS 1934 12-4 4-door saloon, four new tyres, excellent condition throughout; £65.

RILEY 1.080cc 2-seater, extremely good condition throughout, new tyres. £245.

RILEY 1.080cc Tres Replica competition 2-seater, ideal for club events. £235.

RILEY 1.080cc 3½-litre 2-seater, 1938. £245.

RILEY 1936 9hp Monocoque saloon, grey and blue, fair above average throughout; £145.

SINGER 1935 (September) 1½-litre Speed Model Le

FORDSON 1947 Thematics racing car transporter, one owner since new, low mileage. £265.

CHILTERN CARS, terms, exchange, 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2660.

WEST LONDON MOTOR MART offer a large selection of vehicles all at low prices.

AUSTIN 7. £45; Austin utility. £39; Austin taxi (2).

AUSTIN 7. £45; Austin tourer. £85; 1938 Austin 16. £255.

AUSTIN 16. £165; Austin 16. £165; Austin 16. £165; special. £145; Armstrong 20. £75; Bentley 2-seater.

AUSTIN 16. £165; Armstrong 20. £75; Bentley 2-seater.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10

275 ins.—Standard Flying 10, late 1939, super de luxe, grey, 2,000 miles, Dunlop tyres, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C1018]

STANDARD 12

DICKS.
1948 Standard 12 saloon, very attractive car in grey. £595. DICKS CARS, LTD., 385-401, High Rd., Kilburn NW9. Mains 6269-5.

1947 Standard Flying 12hp saloon, one owner, £395, terms.—Hounslow 4396 or Feltham 5454. [C1012]

325 ins.—Standard 12, 1947 saloon, black, sliding head, fawn upholstery, one owner, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

TANKARD & SMITH, LTD. offer.—1947 Standard 12 saloon, black with beige leather, speedometer reading 6,000 miles, excellent condition, £400. Three months' written guarantee. Also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [C1012]

STANDARD 14

1948 Standard 14 saloon, one owner, 22,000 miles: £425.—Witham 18, Baham Hill, S.W.12. Battersea 5280-3769.

1948 Standard 14 saloon, black, immaculate; £550. D. Motors, Kingston 10. Tel. Esher 12004. [C2004]

£225—Standard Flying 14, 1939, appearance as good, post-war, excellent mechanically and bodily; many others.—1, Clarence Rd., Holland Park, London, W.11. Park 5066-7. (50s Holland Park Tube.) Exchanges, h.p.

STANDARD VANGUARD

PHILIP RICKARDS, LTD., offer:—

1952 Standard Vanguard, grey, 350 miles only, £195. 4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [C2002]

GLENFIELD LAWRENCE offer:—

1950 Vanguard, comet blue, red leather, heater, radio, one owner, 20,000 miles, immaculate; £550.—407, High Rd., N.12. Finchley 0991. [C2052]

HENDON CENTRAL GARAGE, LTD., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater. £535.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2050]

AUTOMOBILE & AIRCRAFT SERVICES, LTD., offer:

1950 Standard Vanguard saloon, maroon, heater, perfect condition; £595. MARLINS, LTD., 10, Wards Rd., M656 and 3659. [C1005]

1952 Standard Vanguard saloon, 392 miles, cost £950; accept £775.—Ernest Sutton, Tel. Rogate 4. [C2025]

GY ALFREDS & CO., LTD.—1951 Standard Vanguard, privately owned; £625.—6-7, Warren St., W.1. Euston 3268. [C1005]

STANDARD Vanguard saloon, 1950, black with fawn head, £595.—Stratstone, Ltd., 40, Berkley St., W.1. Mayfair 4404. [C4022]

£565—1949 Vanguard saloon, one owner, genuine 10,000 miles, looks absolutely like new; terms, exchanges.—Gra. 2300-5834. [C4032]

1950 Vanguard saloon, grey, red leather, heater, nominal mileage; £475.—Robbins, East Putney, Tel. 4561. [C1005]

ORDER your new Vanguard from Albert Farrell, LTD., 75, Birmingham Lane, Bradford. Tel. 28827-8. [C2014]

1949 Standard Vanguard: £445.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5326 and 5327. Open week-days 9 a.m. to 7.30 p.m.

£485—1949 black, beige upholstery, fitted Tywan covers, 19,000 miles, excellent order.—Richards & Brown, Ringers Rd., Bromley, Kent. Ravensbourne 6479 and 2322. [C3049]

1950 (Nov.) Standard Vanguard saloon, 17,000 miles only, finished grey, red leather, fitted radio, heater, maroon, taxed, absolutely immaculate, trade enquiries welcomed.

MOTOURISTS (LONDON), LTD., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C2018]

ROSE & YOUNG, LTD., offer 1951 Vanguard, radio, heater and leather, 7,000 miles only, black. £615.—65-69, Newgate St., Euston, Hill, S.W.1 (opposite Streatham Hill Station). Tulse Hill 6464. [C2057]

495 ins.—Standard Vanguard, November, 1950, black, heater, one careful owner, moderate mileage, good tyres, exceptional condition; taxed, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 (October) Standard Vanguard, blue red leather, heater, tailored seat covers, guaranteed mileage, £495, by arrangement, taxed, one owner; an exceptionally well maintained car, always serviced by us; written guarantee, terms, exchanges, deferred terms.—John S. Truscott, LTD., 173, Westbourne Grove, W.11. Bay. 2474. [C4055]

1951 Standard Vanguard saloon, black and grey, leather, heater, tailored seat covers, guaranteed mileage, £495, by arrangement, taxed, one owner; an exceptionally well maintained car, always serviced by us; written guarantee, terms, exchanges, deferred terms.—John S. Truscott, LTD., 173, Westbourne Grove, W.11. Bay. 2474. [C4055]

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STANDARD MISCELLANEOUS

SALES, service, spares.

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1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970, 6980, 6990, 7000, 7010, 7020, 7030, 7040, 7050, 7060, 7070, 7080, 7090, 7100, 7110, 7120, 7130, 7140, 7150, 7160, 7170, 7180, 7190, 7200, 7210, 7220, 7230, 7240, 7250, 7260, 7270, 7280, 7290, 7300, 7310, 7320, 7330, 7340, 7350, 7360, 7370, 7380, 7390, 7400, 7410, 7420, 7430, 7440, 7450, 7460, 7470, 7480, 7490, 7500, 7510, 7520, 7530, 7540, 7550, 7560, 7570, 7580, 7590, 7600, 7610, 7620, 7630, 7640, 7650, 7660, 7670, 7680, 7690, 7700, 7710, 7720, 7730, 7740, 7750, 7760, 7770, 7780, 7790, 7800, 7810, 7820, 7830, 7840, 7850, 7860, 7870, 7880, 7890, 7900, 7910, 7920, 7930, 7940, 7950, 7960, 7970, 7980, 7990, 8000, 8010, 8020, 8030, 8040, 8050, 8060, 8070, 8080, 8090, 8100, 8110, 8120, 8130, 8140, 8150, 8160, 8170, 8180, 8190, 8200, 8210, 8220, 8230, 8240, 8250, 8260, 8270, 8280, 8290, 8300, 8310, 8320, 8330, 8340, 8350, 8360, 8370, 8380, 8390, 8400, 8410, 8420, 8430, 8440, 8450, 8460, 8470, 8480, 8490, 8500, 8510, 8520, 8530, 8540, 8550, 8560, 8570, 8580, 8590, 8600, 8610, 8620, 8630, 8640, 8650, 8660, 8670, 8680, 8690, 8700, 8710, 8720, 8730, 8740, 8750, 8760, 8770, 8780, 8790, 8800, 8810, 8820, 8830, 8840, 8850, 8860, 8870, 8880, 8890, 8900, 8910, 8920, 8930, 8940, 8950, 8960, 8970, 8980, 8990, 9000, 9010, 9020, 9030, 9040, 9050, 9060, 9070, 9080, 9090, 9100, 9110, 9120, 9130, 9140, 9150, 9160, 9170, 9180, 9190, 9200, 9210, 9220, 9230, 9240, 9250, 9260, 9270, 9280, 9290, 9300, 9310, 9320, 9330, 9340, 9350, 9360, 9370, 9380, 9390, 9400, 9410, 9420, 9430, 9440, 9450, 9460, 9470, 9480, 9490, 9500, 9510, 9520, 9530, 9540, 9550, 9560, 9570, 9580, 9590, 9600, 9610, 9620, 9630, 9640, 9650, 9660, 9670, 9680, 9690, 9700, 9710, 9720, 9730, 9740, 9750, 9760, 9770, 9780, 9790, 9800, 9810, 9820, 9830, 9840, 9850, 9860, 9870, 9880, 9890, 9900, 9910, 9920, 9930, 9940, 9950, 9960, 9970, 9980, 9990, 10000, 10010, 10020, 10030, 10040, 10050, 10060, 10070, 10080, 10090, 10100, 10110, 10120, 10130, 10140, 10150, 10160, 10170, 10180, 10190, 10200, 10210, 10220, 10230, 10240, 10250, 10260, 10270, 10280, 10290, 10300, 10310, 10320, 10330, 10340, 10350, 10360, 10370, 10380, 10390, 10400, 10410, 10420, 10430, 10440, 10450, 10460, 10470, 10480, 10490, 10500, 10510, 10520, 10530, 10540, 10550, 10560, 10570, 10580, 10590, 10600, 10610, 10620, 10630, 10640, 10650, 10660, 10670, 10680, 10690, 10700, 10710, 10720, 10730, 10740, 10750, 10760, 10770, 10780, 10790, 10800, 10810, 10820, 10830, 10840, 10850, 10860, 10870, 10880, 10890, 10900, 10910, 10920, 10930, 10940, 10950, 10960, 10970, 10980, 10990, 11000, 11010, 11020, 11030, 11040, 11050, 11060, 11070, 11080, 11090, 11100, 11110, 11120, 11130, 11140, 11150, 11160, 11170, 11180, 11190, 11200, 11210, 11220, 11230, 11240, 11250, 11260, 11270, 11280, 11290, 11300, 11310, 11320, 11330, 11340, 11350, 11360, 11370, 11380, 11390, 11400, 11410, 11420, 11430, 11440, 11450, 11460, 11470, 11480, 11490, 11500, 11510, 11520, 11530, 11540, 11550, 11560, 11570, 11580, 11590, 11600, 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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties—Les Garages, Ltd., 2, London Rd., Bromley. Tel. Bromley 0255. Service, Spares and Spare Parts, 7, Pengeville Village, nr. Westbourne Grove, W.11. (Barwise 6628-7.) [N057/R]

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CROSVEN GARAGE, Burnage Lane, Manchester, 19. Tel. 2674-5. [N199/R]

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TOM KNOWLES, sole Peugeot concessionaires (of Britain), 19, Brick St., Piccadilly, W.1. May 5385. [N089/R]

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PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Juilie Place, Chelsea, S.W.3. Pontiac 7722-4. Also at Pontiac Works, Fernbank Rd., Asot. Berks. [N0950/R]

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RENAULT distributors for Birmingham—Henry Garner, Ltd., Showrooms: 221, High St., Derritend 12. Works: 120, Alcester Rd., Moseley 13. [N003/R]

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SUNBEAM-TALBOT—IMMEDIATE delivery new Sunbeam-Talbot black saloon—Rolle & Sons, Ltd., Romsey 5185/6-7. [N0671/R]

BARNET cars—Sunbeam-Talbot main dealers—Hawley Green Garage, Ltd., 203-4, High St., Barnet 032. [N0413/R]

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